Gazette of the United States, and Philadelphia Daily Advertiser.

By JOHN FENNO, N°. 119 Chesnut Street.

NUMBER 1493.] PHILADELPHIA: WEDNESDAY EVENING, JUNE 21, 1797. [VOLUME XI.

For Sale,

The fine and remarkably fast sailing Schooner *Virginia and Philadelphia Packet*,

Burthen about 100 tons. For terms apply to

Ross & Simson.

June 12. dtf

For St. Thomas,

THE SHIP

Ann and Mary,

Captain BILLIS;

WILL sail in ten days. For freight or passage apply to

F. COPPINGER.

No. 221, *South Front street.*

June 9. d10t

For Sale,

The cargo of the brig Enterprize, Captain Langdon from Bourdeaux, now landing at Morton's wharf,

CONSITING OF

524 hhds. of Claret
217 cases of ditto
100 cases of Sweet Oil
110 pipes London proof
10 pipes of Holland proof } BRANDY.

} Entitled to drawback.

Apply to

Wharton & Lewis,

No. 115, South Front St.

Said Brig,

WILL take a FREIGHT for the West-Indies or Europe, sails fast, burthen about fifteen hundred barrels, is in complete order, and will be ready to receive a cargo in a few days

Apply as above.

May 24 §

For Sale or Charter,

THE SHIP

WARREN,

Benjamin Church, Master.

OF about 280 tons burthen. Enquire of

Jesse & Robert Waln-

May 26 §

For Freight or Charter,

THE

Brig Fame,

FRANCIS KNOX, Master;

A strong, excellent vessel, has been just sheathed and ready to receive a cargo. She will carry 2,000 barrels, has good accommodations for passengers.

Apply to

Capt. Knox, or to Kearny Wharton.

June 6. 6p

HAY.

A Quantity of excellent Old and New Hay to be had at Peel Hall Farm on the Wissahickon Road, about 2 miles from the City.

Also, A QUANTITY OF BUILDING STONE.

June 8 §6t

FASHION AND CHEAPNESS.

INTELLIGENCE TO THE LADIES.

JUST received from LONDON, two trunks of elegant BRUNSWICK KID Ladies' Shoes, of the most fashionable patterns and shape now worn in that city, and will be sold off immediately in small quantities, at first cost, for cash, at Mrs. ENEFER's, No. 105 Walnut street, between Third and Fourth streets.

*** The above was purchased of Mr. Fox, in Piccadilly, who manufactures for most of the nobility, and will be warranted good.

June 13 ¶3t

John Miller, jun. & Co

Have received per the India, Ashmead, from Calcutta,

A well assorted small Invoice of

Gurrahs
Baftas
Cossacs
Calicoes
Bengal Stripes

Laid in remarkably low, which they will sell for cash or short credit on very advantageous terms.

June 5. d2wfr14th

George Dobson,

No. 25 South Third-Street,

HAS imported per ships William Penn, Starr, and Diana, from London,

5-4 Super London Chints, elegant patterns,
Ginghams, Muslinetts and Dimity's.
Fashionable Waistcoating, newest patterns.
Ribbands well assorted, in small trunks.
4-4 5-4 and 6-4 India and British Book-muslins.
Fancy Cloaths and Cassamiers.

The whole to be disposed of cheap for Cash or approved Notes of a short date.

June 14, '97. d. tf.

PUBLIC NOTICE

IS hereby given to those persons, holding notes of the subscriber, that he will renew the same, payable in six years, with legal interest from the date hereof; and that notes will be given as above to all, who may have open accounts legally authenticated.

TIMOTHY MOUNTFORD.

No. 294, S. Second Street.

Philadelphia, June 10, 1797.

Millinery Room,

No. 136 Market-street.

MISS CHRYSTAL

TAKES an early opportunity of acquainting her Friends that she has received by the WILLIAM PENN, a variety of NEW MILLINERY, &c. which she hopes to be able to shew them in a few days.

May 18 §20t

Just Received,

From Batavia (via Providence)

170 Sacks of Java Coffee of first quality
200 half sacks do. do.

A few Boxes of Spices, consisting of Nutmegs, Cloves and Mace

For sale by

WILLINGS & FRANCIS,

Penn-street.

may 30 dtf

A Quantity of Brandy,

FIRST & 2d proof,
Gin, of 4th proof, in pipes
Jamaica Spirits, 4th proof, in Hhds
Old Hock, in cases of 40 dozen each
Glass Tumblers, in pints and half-pints
Window Glass, in boxes, of different sizes
Hazlenuts, in sacks
Whiting
Copperas
White Lead
& Spanish Brown } in hhds

For Sale by

PETER BLIGHT.

January 4 §.

Ross & Simson,

Have for Sale,

A QUANTITY OF PRIME

St. Domingo Cotton,

Superior Old Lisbon Wine in Pipes.

Excellent India Market

Teneriffe Wine,

In Madeira Casks

A few Quarter Chests best
Fresh Hyson and } TEAS
Hyson Skin }

Muscovado Sugars in Hogsheads, and Coffee in Tierces

March 7. ||tf

C. E. Whitlock,

DENTIST,

RESPECTFULLY informs the Ladies and Gentlemen of Philadelphia and its vicinity, that he continues to perform all operations on the Teeth; supplies the deficiencies of nature with artificial or real teeth, in all the various modes of fixing—Cleans, files, regulates, extracts, and fills decayed teeth with gold or lead, &c. &c. He waits upon Ladies and Gentlemen at their houses, and will be happy to receive their commands by note, at Mrs. FINCH's, No. 68 north Eighth street, or at his house, next to the Black Horse Tavern, on the Frankford road.

	Dollars.
Scaling and cleaning	5
Artificial teeth, with enamel, per tooth,	5
Do. in gold sockets or screws	7
Natural teeth with ligatures	7
Do. on gold or ivory sockets, or gold screws	10
Filing and cutting away decay—each decay	1
Filling with gold	2
Do. with lead	1
Extracting (to the families who employ him as dentist)	1
Do. where not employed	2
Tooth powder of his own preparing	1
Brushes, best London manufacture	25 cents.

Regulating, &c. according to the operation.

*** C. WHITLOCK will sell the time of a Negro Man;—he is honest and sober, and has about 5 years and a half to serve. Enquire as above.

June 15 §3tthtf

Printed Calicoes.

JOHN MILLER, Jun. & Co.

No. 8 Chesnut-Street,

Have for Sale

FIFTY TRUNKS neatly assorted, very low on short credit.

March 6. §

To be Sold,

A large and convenient

Three Story Brick House;

SITUATE at the north-east corner of Arch and Fourth-streets. It contains eighteen rooms—and is in every respect well finished. For particulars enquire of

M. Keppele,

No. 138, Chesnut-street.

May 31. §

Erskine's View of the War.

JUST PUBLISHED,

By ROBERT CAMPBELL & Co.

No. 40 South Second street,

[Price 31 Cents]

A View of the Causes and Consequences of the present War with France.

By the Honorable THOMAS ERSKINE.

May 15 §

WALKER & KENNEDY,

No. 73, SOUTH FRONT STREET,

Have for Sale,

Virginia Tobacco, of the Richmond inspection

350 bbls. Virginia Flour and Middlings
500 bushels Wheat
5 casks Ginsang.

ALSO,

Three cases Rouens Linens, entitled to the drawback

200 pieces Bandannoes, and
100 cadies India Sewing Silk.

June 15. thsw3t

Grattan and Comp.

RESPECTFULLY inform their friends, that they have imported from London per the ship Star, a large assortment of

PERFUMERY,

Which is now opened for sale at their House, No. 192 Market-street.

Also, a new assortment of ready-made gentlemen's linen, shirts from 2 dollars each to 8 dollars, &c. &c. &c.

Ladies and gentlemen are accommodated with board and lodging at ten Dollars each.

Those Gentlemen who have their own private lodgings, may be accommodated with dinner only, by the week or month.

June 5 6t

To be sold,

The time of a stout hearty young NEGRO MAN, who has upwards of four years to serve. Enquire at No. 25, Dock-street.

June 13. d2w

WINDOW GLASS,

Of Superior Quality, and cheaper than any other in the City—

OF VARIOUS SIZES,

From 8 by 6 to 19 by 14,

By the single Box or Quantity, may be had at the Store of the Subscribers, corner of Arch and Front-street.

James C. & Samuel W. Fisher.

Philadelphia, June 9, 1797. §1wmwstf

For sale,

A pair of very handsome

Bay Horses,

Near sixteen hands high, well broke, and perfectly gentle. Enquire at Mr. Kelson's stables, Church-alley.

Also, for Sale,

A Chariot and plated Harness.

June 13. d10p

PIANO FORTE.

LONGMAN & BRODERIP's

ROYAL patent Piano Forte with a green board, an excellent toned instrument. For sale at Mr. Salters, No. 56, S. Fourth Street.

June 10. d1w.

A New Work.

PROPOSALS

For printing and publishing, by subscription, The

History of Pennsylvania,

IN North-America, from the original institution and settlement of that province, under the first proprietor and governor, WILLIAM PENN, in 1681, 'till after the year 1742; with

AN INTRODUCTION.

Respecting the Life of W. PENN,

Prior to the grant of that Province, and the religious Society of the people called Quakers; with the FIRST RISE of the NEIGHBORING COLONIES, more particularly of WEST-NEW-JERSEY, and the Settlement of the DUTCH and SWEDES on DELAWARE.

To which is added,

A BRIEF DESCRIPTION OF THE SAID PROVINCE.

And of the general state, in which it flourished, principally between the years 1760 and 1770. The whole including a variety of things, useful and interesting to be known, respecting that country in early time, &c. With an appendix.

Written principally between the years 1776 and 1780,

By ROBERT PROUD.

"*Pulchrum est benefacere reipublicæ, etiam benedicere haud abjurdum est, vel pace vel bello clarum fieri licet.*"

Sal. Catalin.

"*Sed cum plerique arbitrentur res bellicas majores esse quam urbanas, minuenda est hæc opinio.*"

Cic. Off.

(Entered according to law.)

"WILLIAM PENN, the great legislator of the Quakers, (in Pennsylvania) had the success of a conqueror, in establishing and defending his colony, among savage tribes, without ever drawing the sword; the goodness of the most benevolent rulers, in treating his subjects as his own children; and the tenderness of an universal father, who opened his arms to all mankind without distinction of sect or party. In his Republic it was not his religious creed, but personal merit, that entitled every member of society to the protection and emolument of the State."

Essay on Toleration, by Arthur O'Leary.

CONDITIONS.

I. This work will be printed in two octavo volumes, neatly bound and lettered, both in sheep and calf, for the choice of the subscribers; on paper similar to that of the conditions, *as published in the Subscription papers.*

II. The head of William Penn, handsomely engraved, will be prefixed to the first, and a map or sketch of Pennsylvania, and the parts adjacent, to the second volume.

III. The price to subscribers will be four dollars and an half in sheep, and five dollars in calf;—one dollar to be paid at the time of subscribing, two dollars on the delivery of the first volume, and the remainder on the delivery of the second.

IV. When one thousand copies are subscribed for, the work will be put to press and finished with all convenient expedition.

Subscriptions will be received by Zachariah Poulson, jun. Printer, No. 80, Chesnut-street, and at the Philadelphia Library in Fifth-street; by Isaac Collins, Printer, and Joseph James, Merchant, New-York; by John P. Pleasants and George W. Field, Merchants, Baltimore; and by other persons both in town and country.

February 18. tu&f

Advertisement.

PURSUANT *to an Order from the Orphans' Court, will absolutely be sold at PUBLIC SALE, at Cranberry, on Wednesday, the 23d day of August next, at* 11 *o'clock, A M, all that valuable REAL ESTATE, late belonging to the Rev. Gilbert T. Snowden, deceased, lying in and near Cranberry, in the county of Middlesex, township of South Brunswick, state of New Jersey, upon the lower stage-road leading from Philadelphia to New-York. A very elegant framehouse in a beautiful and healthy situation, painted white, with Venetian window shutters, thirty feet front and thirty eight feet deep, two rooms with a handsome hall or entry on the first floor, three rooms on the second floor and two well-finished garrets. In the rear of the house is an excellent two-story building* 37 *feet by* 19, *consisting of a dining-room for work people, spacious pantries and a large kitchen, with every convenience, and over these are three chambers for servants. To the right is an additional building* 18 *feet front by* 19 *feet deep, consisting of a chamber below and a library above—under the whole are very fine cellars paved with brick and conveniently partitioned. The house is entirely new, built in a modern style, and completely and elegantly finished. Every room is hung with bells that lead both to the kitchen and the servants' apartments: there is a pump of good water in the yard; and a stone and brick pavement round the whole house, which is enclosed with a handsome railing, with three gates in front. The farm consists of one hundred and sixty seven acres with a proportion of woodland and meadow, under excellent fence; a garden with pale fence; a large barn, stables, carriage-house, cow-houses, &c. all new, and built in the best manner: with two Orchards, one of* 60 *full grown trees, the other is young and thriving, consisting of* 200 *best grafted fruit trees.*

Nearly adjoining said farm is a lot of Woodland, of the best quality, containing 37 *acres. Also a tract of land within seven miles of Cranberry, and* 1 *of the Cross Roads, containing one hundred and fifty acres, three-fourths meadow and the rest excellent timber.*

This Tract will be sold in lots on Thursday, the 24*th day of August following, at* 11 *o'clock, A M, on the premises if the weather permits, if not at the house of Mr. Witherill, Cross Roads.*

For further particulars enquire of Nathaniel Hunt, esq. Cranberry, of Mr. Isaac Snowden, jun. No. 141 *South Second Street, Philadelphia, or of Mr. Charles Snowden Tontine Coffee-House, New York, or of the subscribers.*

ISAAC SNOWDEN, Princeton
JACOB FISHER, Cranberry } *Administrators*

N. B. The sale of the above property was advertized for the 14*th inst. but the Administrators were not able to get the two separate Tracts laid out into Lots, and other matters arranged, on account of the indisposition of one of them, it was therefore adjourned to the days above mentioned.* §6tmwstf *June* 19.

Great Philosophical & Mechanical Experiments,

To be executed on every Monday, Wednesday, and Friday, at eight o'clock in the Evening, at Mr. M'Dougalls Dancing Room in fourth street, between Chesnut and Walnut streets.

The force of Hercules is surpassed by artificial Men.

The perfection of natural philosophy by an artificial Lady.

This adroit and graceful Lady, will commence her philosophic experiments by firing the cannon of Volta.

She will melt metal by her fiery breath afterwards direct the electric fire on a small House, and destroy it.

She will blow out of her mouth flashes of fire representing flaming stars, and finally conclude the experiment by surprising feats, by a single pistol shot, she will kill a bird perching in front of the theatre.

June 19. cod3t.

Samuel & Miers Fisher,

No. 27, Dock-street,

Have just received per Abigail, Babcock, from BELFAST,

IRISH Cambricks, in boxes of 40 pieces and 80 patches, each sorted up to 9*s* sterling per yard.

They have also received

7-8 & 4-4 Irish Linens well assorted
Dowlas and Sheetings,

which will be sold for ready money, or short credit, on moderate terms; together with a general assortment of Spring Goods as usual.—*Also,*

Hunter's Pipes in boxes
An assortment of Queens' Ware in crates
An assortment of Glass Ware in casks and crates
T. Crowley, Millington, Steel
Cargo & London particular Teneriffe Wines
Lisbon Wine of excellent quality
Superior Sherry Wines
Patent Sheathing paper.

A few small bales fine Cloths neatly assorted, and two bales assorted Flannels, to be sold per package.

June 9. 3taw 6w

For Sale,

At the Office of the Gazette of the United States, No. 119, Chesnut-street,

The last Report of the late Secretary of the Treasury; being a brief history of the state of financial concerns of the United States.

The Proceedings of the Executive of the United States respecting the western insurrection: Containing many facts and circumstances no where else to be found. 50 cents.

The Letter of Mr. Pickering to our minister in France. 37 1-2 cents.

An Account of the Receipts and Expenditures of the United States for the year 1795.

A few copies of the volume for 1794 may be had to complete setts.

D'Ivernois' account of the Revolution in Geneva. 12 1-2 cents.

This Day is Published,

And sold by H. & I. KAMMERER, jun. No. 24, *North Third-street, also, by Mr. HENRY SWEITZER, No.* 85, *Race-street,*

(Price half a Dollar neatly bound)

The Man of real Sensibility;

Or, *The* HISTORY OF SIR G. ELLISON.

Founded on Fact.

☞ The elegant Edition of the *Elements of Morality*, in two vols. illustrated with twenty copperplates, may also be had as above, price, full bound and gilt, two dollars and fifty cents.

H&I. K. junrs. have on hand a quantity of No. 1 and 2 Writing Paper.

Valuable Public Document.

THIS DAY IS PUBLISHED,

And for Sale

At the Office of the Editor of the Gazette of the United States,

No. 119 Chesnut-Street,

[PRICE ONE DOLLAR AND FIFTY CENTS]

A FEW COPIES OF THE

RECEIPTS and EXPENDITURES

OF THE UNITED STATES,

For the Year 1795.—

Being the LATEST Period to which an account can be made up.

February 22. §.

Maurice Moynihan,

No. 81, *North Second street,*

A few doors above Arch-street,

INFORMS his friends and the public, that he has for wholesale or retail, on the lowest terms, a general assortment of Queen's Ware, gilt and cut tumblers, plain and flowered quart, pint, half pint gill and half gill do. exact measures, decantors and wine glasses; gallon, half gallon, quart and pint bowls, and china in sets and separate; pocket bottles: Schuylkill and Jersey country quart and half gallon bottles; Dry Goods, &c. &c.

N. B. Crates put up with care at the shortest notice.

May 11. dtf

The Subscriber,

Determined to retire from business, invites all who have any note, bill, bond or acceptance of his, now due, to call for payment; and those who wish to anticipate may receive the money at a reasonable discount.

JAMES SWAN.

May 22. d2w.

Dorchester, near Boston, 16th May 1797.

Nathaniel Lewis & Son,

Have for sale at their store, No. 70, *adjoining George Latimer & Son, Pine-street Wharf,*

A Quantity of

Madeira Wines

In pipes and half pipes

Madeira Walnuts and Citron, lately imported in the schooner Sincerity, Capt. Copia

Also,

25 Puncheons, second and third proof, West-India Rum, and a few Pipes of Brandy

They have constantly on hand and for sale, French Burr and Country *Mill Stones* of various sizes, and a general assortment of *Boulting Cloths* of the best quality, both American and Foreign manufacture. The former having proved, from several years experience of a number of millers in different parts of the United States at least equal, and in many instances superior to the European Cloths, we hope the manufacturer, Robert Dawson, will meet with liberal encouragement in this important and useful undertaking. He has obtained a patent and exclusive right of making and vending *Boulting Cloths* on his improved plan for a number of years, and they are sold only by himself in Lancaster, state of Pennsylvania, and by the subscribers in Philadelphia.

June 14 d

Received by the Indostan,

From Madras,

A SMALL invoice consisting of the following Coast Goods, viz.

Blue Cloths
Long Cloths, 14 punjums
Do. do. fine
Madrass Handkerchiefs, and
Book Muslins

WILLING & FRANCIS.

March 27. 3aw

The Commissioners

FOR carrying into effect the sixth article of the treaty of amity, commerce and navigation, concluded between his Britannic majesty and the United States of America, on the 19th day of November, 1794, having this day constituted their Board, pursuant and agreeably to the said treaty, do hereby give notice, that they are ready to proceed to business accordingly; and they desire that all claims under the said article (which so far as the same describes the cases thereby provided for, is hereunto annexed) may be lodged with their Secretary without delay.

They further desire that all such claims may not only state in what manner the several cases come within the description of the said article, but also specially set forth the nature of the evidence by which the claimants respectively undertake to substantiate the same

Extract from the said article.

"Whereas it is alledged by divers British merchants, and others his majesty's subjects, that debts to a considerable amount, which were bona fide contracted, before the peace, still remain owing to them by citizens or inhabitants of the United States; and that by the operation of various lawful impediments, since the peace, not only the full recovery of the said debts has been delayed, but also the value and security thereof have been in several instances impaired and lessened, so that by the ordinary course of judicial proceedings, the British creditors cannot now obtain and actually have and receive full and adequate compensation for the losses and damages which they have thereby sustained: It is agreed that in all such cases where full compensation for such losses and damages cannot for whatever reason be actually obtained, had and received by the said creditors in the ordinary course of justice, the United States will make full and complete compensation for the same to the said creditors: but it is distinctly understood, that this provision is to extend to such losses only as have been occasioned by the lawful impediments aforesaid, and is not to extend to losses occasioned by such insolvency of the debtors or other causes, as would equally have operated to produce such loss, if the said impediments had not existed; nor to such losses or damages as have been occasioned by the manifest delay, or negligence, or wilful omission of the claimant."

By order of the Board,

GRIFFITH EVANS,

Secretary.

Philadelphia, Commissioners' Office, No. 3 south Sixth-street, May 29, 1797. §6—§1m

I THE SUBSCRIBER having been appointed by the Envoy Extraordinary and Minister Plenipotentiary of his Britannic Majesty, General Agent for assisting British creditors, and such particular agents as they may specially authorize, in prosecuting their claims before the commissioners for carrying into effect the sixth article of the *Treaty of Amity, Commerce and Navigation between his Britannic Majesty and the United States of America*, hereby gives notice that he has opened his office at his house the south east corner of Chesnut and fifth streets, Philadelphia, where he is ready to receive all claims or instructions for claims with the vouchers and documents thereof, for the purpose of bringing forward the same agreeably to the rules and orders which the board may think proper to prescribe.

And as it will be for the interest of all concerned, that the several claims be so stated, and supported, as to prevent the delay which would arise from the necessity of obtaining further information, or additional materials, from persons residing at a distance, the general agent thinks it his duty to add, (for the direction chiefly of those, who, not having employed particular agents, may leave the prosecution of their claims to his charge and management) that all such claims ought in particular to set forth—

1st. The proper description and situation of the creditor or claimant, and original debtor, respectively.

2d. The date or nature of the original contract or debt.

3d. When, in what manner, and to what extent, the creditor or claimant was prevented or impeded, by the provision, operation or defect of law, the decisions and practice of courts, or restraint of execution, from recovering payment of the debt in question.

4th. The loss and damage incurred or sustained, in consequence of such impediments, whether the same may have arisen from the insolvency, change of situation, or death of the debtor, the loss of legal remedy from lapse of time, or other causes impairing the value and security of the debt, which would not have so operated if such impediments had not existed.

And 5th The particular grounds and reasons on which the claimant maintains, in the terms of the treaty, that "by the ordinary course of judicial proings, the creditor cannot now obtain and actually have and receive full and adequate compensation" for the losses and damages so sustained.

The general agent thinks it his duty further to suggest that the several claims ought to be accompanied and supported by the affidavits of the claimants duly sworn and regularly attested, both as to the existence of the debts claimed, and such other circumstances as may be within their own knowledge respectively. And wherever the claimants in stating the nature of their evidence (which must in every instance be the best of which the case is capable) have occasion to refer to the testimony of witnesses, it will be proper to apprise the general agent of the names and places of residence of such witnesses and the facts to be established by their testimony.

Wm. Moore Smith.

Philadelphia, June 8th, 1797. 1 d1m

WILLIAM SANSOM,

HAS removed his Counting house to No. 96 Arch Street.

He has remaining on hand of the Cargo of the Ship Pigou,

from Canton,

A few Bales long Nankeens
ditto short ditto
A few Chests Imperial Tea
ditto Young Hyson ditto

Which will be sold Cheap on a liberal Credit, in order to close the sales.

June 19 d 3t.

The Shareholders

OF the *Pennsylvania Population Company*, are requested to meet at the Company's Office, No. 53, North Fourth Street, on Thursday the 29th instant.

By order of the Board.

SOLOMON MARACHE, Sec'ry.

June 19. dt29th.

Now Landing,

At Pratt's wharf,

FROM on board the ship Thomas Chalkley, Capt. Raser, from Bourdeaux,

CLARET in casks.
Ditto in cases
White Wine Vinegar
Red Skins in boxes

For Sale by

Rundle & Leech.

May 15 §

Foreign Intelligence.

LONDON, April 27.

HOUSE OF COMMONS.

WEENESDAY, APRIL 26.

BUDGET.

The Order of the Day was then read, and the Houſe reſolved itſelf into a Committee of Ways and Means,

Mr. *Sylveſter Douglas*, in the Chair.

The Report of the Select Committee of Finance being previouſly referred to the ſaid Committee.

The *Chancellor of the Exchequer*. "In the great and extenſive proſecution of the buſineſs which it is my duty this day to ſubmit to the conſideration of the Committee, it is impoſſible for me not to feel the importance of the burthens which our exigences have occaſioned; and itill, it is impoſſible for me not to feel conſiderable regret, and great perſonal diſappointment in being compelled, however reluctantly, to propoſe an addition to the ample and large proviſion already made towards defraying the expences of this country in a wide and calamitous war, and add to the preſent burthens which are borne with unexampled patience, and to which nothing but the moſt rigorous neceſſity could force me to impoſe freſh burthens. I am conſcious the ſenſations of every Gentleman in the Committee will be hurt on this occaſion, and I truſt whatever may be their feelings upon this ſubject, they will give my credit my ſenſations are not leſs alive. But it is not my duty to dwell on thoſe ſenſations.—Much as I regret the cauſes of the war, and the calamities with which it has been attended; much as I regret the manner in which the hope of a ſpeedy termination has been obſtructed, and additional expences thereby incurred; much as I regret increaſing expences, where expences have been ſo much, and almoſt inſufferably increaſed; and whatever may be my own perſonal mortification and regret in being obliged to come forward at ſuch a diſtreſsful period with new burthens; I feel it, notwithſtanding, to be my firſt great duty to come forward, as I hope and truſt the Houſe and country will do with me, with a firm and manly ſpirit, to convince the enemy that however great may be our preſſure, however embarraſſed our circumſtances, we are determined to contend with them as long as we are able, rather than ſubmit to haughty and diſhonourable terms. Though we may not be ſucceſsful enought to accompliſh the means by which we can terminate the fatal conteſt in which we are engaged, conſiſtently with the honour ſecurity, and permanent and eſſential intereſts of the nation, let us yet convince our enemies, that our ſpirit does not deſert us in our trials, but that, in ſpite of every difficulty, we will ſtill be juſt both to ourſelves and to our country. In this ſentiment I truſt to meet the ſenſe of the Houſe and the people at large, whoſe patriotiſm, juſtice, and magnanimity, as they never have failed in the moſt arduous conflicts, will not, I truſt, fail now; but manifeſt on the contrary, that whatever may be the event, they have but one duty to purſue, the ſafety honour and happineſs of the kingdom. Without heſitation, though certainly not without anxiety and regret, I ſhall now proceed to ſubmit to the Committee what I have to propoſe. In doing this, it is with pleaſure I declare, that I ſhall not only derive great advantage, but that my labour is materially diminiſhed alſo by the very able and impartial ſtatements of the firſt Report of the Select Committee of Finance, which has been printed and this day laid before you. However, in particular parts, I may be juſtified in differing from theſe ſtatements, however favourable thoſe ſtatements may be to the general wiſhes of the Houſe and of the Country (and I am ready to confeſs they are more favourable than what I have to propoſe) I ſhall guide myſelf by their direction, and render that Report the baſis of the plan of my propoſal. I ſhall follow the uſual mode of proceeding upon ſubjects of this nature, and firſt take a view of the tranſactions which have cauſed the expences which we are now called on to provide, and ſtate what ſums remain to be provided for; I ſhall then compare theſe proviſional demands with what have been already provided for in the courſe of the preſent year, and ſubmit the plans which I propoſe for a further proviſion, and in this proceſs I ſhall be as ſhort and explicit, as I can. For this purpoſe, therefore, and according to the uſual practice, I ſhall firſt call the attention of the Houſe to the whole amount of ſervices for the preſent year, with the amount of the ſums already voted for defraying them, and the amount of the ſums remaining to be voted; after that I ſhall detail the Ways and Means by which theſe ſervices have already been defrayed, and by which the remainder may be defrayed; and finally I ſhall ſtate the ſpecific meaſures which I mean to ground upon thoſe ſtatements towards the proviſion for the accumulated intereſt and charges. For the ſake of being clear and intelligible, I ſhall proceed article by article, under various heads; and, to purſue the cuſtomary mode, I ſhall of courſe begin with the

Navy.

The Committee will recollet, that for the Naval ſervice of the current year, there has already been voted the ſum of 7,661,000l. in addition to which the Committee of Supply has voted 5,000,000l. more. Gentlemen will pleaſe to recollect, that although I eſtimated the expences of the Naval Department at 7,661.000l. I then ſtated my intention to propoſe the proviſion of a further ſum of 2,500,000l. in order to remedy an inconvenience which heretofore had ariſen, and thereby have 10,161,900l. in caſh towards defraying any exceſs of Navy debt. Such, however, have been the extraordinary exertions and expences of the war, that there yet remained an unfunded debt of the Navy unprovided for, to the amount of 4 millions. In the ſtatements of the Select Committee a compariſon has been given between this outſtanding Navy debt and the outſtanding Navy debt in 1783, and the Committee has made an allowance for three million. In the Select Committee it appears by the beſt eſtimates, that as far as they can be aſcertained, the expences for the Navy ſervice would amount to 12,900,000l. which is ſhort of what I have ſtated them to be, but exceeding what I formerly conſidered them. By way of reducing this amount, though I ought to ſtate that a ſum of 800,000l. went in aid of the Navy ſervices of 1796, and conſequently left the proviſion for the ſervices of 1797 deficient in that ſum, for; however, careful we may be, a part of the expences will be carried on in Navy bills, tho' certainly to leſs extent than formerly. In the proviſion of 12,000,000, four ſhillings per month would be carried to the ordinary expences of the Navy, whereby about 110,000l. would be taken away from the unfunded debt. As I ſuppoſe there will then be a million. or a million and a half of Navy debt afloat. Such was my former ſtatement, and compared with the ſtatement of the Committee, there is this difference, that it ſuppoſes 1,500,000l. of floating Navy debt, inſtead of 3,000,000l. as the Select Committee of Finance has calculated. I do not know whether I have expreſſed myſelf clearly upon this point, but if not, I ſhall be happy to give any gentleman a further explanation.

Army.

The next head of ſervice is the Army, upon which there has been already voted the ſum of 10,913,000l. The accounts for foreign corps are not yet made out, but they ſoon will be, and I have reaſon to hope their expences will be leſs than were calculated in my original ſtatement, and leſs than they appeared to the Select Committee. I have reaſon to think this diminution will amount to one half; and that the ſum of 370,000l. will be ſufficient; 6,000,000l. was the total amount eſtimated for the army eſtabliſhment, independent of the extraordinaries, which is leſs by 297,000l. than the eſtimates for the enſuing year by the Select Committee. In 1796 there were ſome extraordinary expences of the army incurred, which at preſent remain unprovided for, to the amount of 3,287,000l. and in the interval of the 8th December and the 1ſt of January, there was another out-ſtanding demand made evident of 100,000l. which, in conſequence of not being paid, is to be added to the other, and makes a ſum of—3,387,000l. out-ſtanding army debt to be provided for. It appears by the report of the Select Committee, moreover, that Treaſury bills paid at the bank, and warrants for army ſervice due and unpaid, a further ſum of 2,081,000l. remains to be provided for, inaſmuch as Treaſury bills paid at the bank previous to the 5th of January 1797, and thoſe which were due on the 8th of January, but not included, amounted to 1,660,000 to which were to be added 428,000l. for army warrants. So that the ſum total would be as before ſtated 2,088,000l. The eſtimated ſum to be incurred by the army extraordinaries for 1797, according to the report of the Secret Committee, and for the amount of which it is my intention to provide is 4,000,000l. It was not propoſed before Chriſtmas to raiſe any ſum of money for this head of ſervice, but ſo far as any calculation to the lateſt poſſible period could be made, the calculation nearly tallied with that ſum. It is here to be obſerved, that the extraordinaries of the army are now, for the firſt time, brought forward by way of eſtimate, at leaſt they were never done ſo fully till the preſent war, but they were paid out of the money granted for other ſervices, leaving the proviſion for thoſe ſervices deficient to another year. In addition to this, there has been advanced to the Emperor, by way of loan, and which will be due to the public 1,200,000l. and a ſum of 900,000l. advanced to the merchants of Grenada and Saint Vincents, which will alſo be returned. There are further advances to the Emperor to be ſet againſt the expence of extraordinaries to a very large amount, for which it will not be neceſſary to provide a preſent fund, though I ſet them down as ſo much credit againſt ſo much debt. The Treaſury bills and Army warrants at home, did not go to the extent of 2,088,000l. but there were bills from remote parts, notwithſtanding the precautions I had taken to calculate and curtail the expences abroad as much as poſſible, which exceeded what was formerly thought upon eſtimate to be their utmoſt amount. This might in part be owing to the unforeſeen and incalculable operations of the war; however, I did not think it conſiſtent to leave them to reſt on diſtant means of payment, and I choſe accordingly to propoſe for their proviſion.—This compriſes all under the head of the army.

Ordnance.

I now come to the ordnance departments, for which there has been already voted the ſum of 1,623,000l. and to which I do not mean to propoſe any addition. I muſt obſerve, however, that ſince the eſtimates were made, a demand of 300,000l. to pay debentures for ſtores ſupplied and ſervices performed, has ſince come in for part of the ordnance expences in the ſame manner as the treaſury bills of 1,600,000l. of which I did not then know. To this deficiency may be added another in the barrack department, in which an outſtanding debt remains, not merely for the building of barracks, but for the expences of proviſion and accomodation, in which the ſoldiers would have been furniſhed to the amount of the ſame charge upon the public if they had been garriſoned in barricks, but had been quartered elſewhere. I mention this to remove any prejudice which might perhaps have otherwiſe been indulged, and ſhall conclude this article by recommending the proviſion adviſed by the Select Committee of 717,000l. which in the preſent view of this ſubject will defray the whole demands. I have now proceeded through the Navy, Army, and Ordnance, in which I do not recollect to have omitted any extraordinary items, except that I have not mentioned a ſpecific additional ſum, which I mean to propoſe for the further relief of his Imperial Majeſty in the preſent critical period, and the particular ſtatement of which I have reſerved to a ſeparate diſcuſſion. As early as practicable, that ſubject ſhall be ſubmitted to the conſideration of the Committee; but however important it may appear, it is not expedient with my arrangement to enter on it at preſent.

Miſcellaneous Service.

the next branch of the ſupplies is for defraying the expences of what is called the Miſcellaneous Service, which includes the expences of Plantations, Convicts, &c.—For this there has been already voted the ſum of 378,000l. and if I proceed by the eſtimates of the Select Committee, a further ſum of 929,000l. will be found neceſſary. In this ſum 400,000l. is compriſed for making proviſion beforehand for articles it has been uſual to pay in the firſt inſtance out of the Civil Liſt, and to propoſe afterwards to Parliament to vote a ſum ſufficient to repay what has been ſo advanced. Under this ſtatement, I have not included the proviſion of any ſum which the important domeſtic happineſs of the Royal Family, and the accuſtomed feelings of the country have allowed as the uſual portion with any of the female branches. That proviſion will come better perhaps hereafter under a diſtinct and ſpecific propoſition. There is, however, a ſum of 600,000l. included, which is propoſed to be lent to the ſuffering Grenada merchants over and above the ſums which I have before ſtated, and which are to be ultimately repaid; but I took occaſion to include them in my ſtatement of the actual expenditure, becauſe they are ſums for which I find neceſſary to provide a temporary proviſion.

National Debt.

The next article of ſupply is the annual proviſion for the diſcharge of the National Debt of 200,000.

Deficiencies of Land and Malt.

To this is to be added, the uſual proviſion made for the deficiency of the produce of the taxes upon Land and Malt, to the amount of 360,000l.

Repayments to the Bank.

1,054,000l. is to be provided to repay the Bank for advances upon the growing produce of the Conſolidated Fund for 1796, and paid alſo by the Bank.

Further deficiencies of Land and Malt.

I ſhall propoſe a further proviſion of—900,000l. to meet the deficiencies of Land and Malt not included in the eſtimate, but which I think may probably ariſe.

Navy and Exchequer Bills.

The next ſum is 1,110,000l. voted in the Committee of Supply, for the diſcharge of Navy and Exchequer Bills, raiſed by an Act of laſt Seſſion, upon a Vote of Credit in 1796. The Houſe will recollect, that a proviſion was made for funding Navy and Exchequer Bills, and relieving the Market of ſo much outſtanding debt. There was a party who did not chooſe to avail themſelves of the liberty of funding the Bills they hold, and this ſum was to make good their demands.

Conſolidated Fund.

The next is a ſum of 2,177,000l. to make good 3,500,000l. charged by an act of laſt ſeſſion on the growing produce of the conſolidated Fund, for the ſervice of the year 1796. 3,500,000l. was the ſum granted and thought applicable. but various circumſtances had operated to its diſappointment. Exchecquer bills advanced to the Merchants of Grenada and St. Vincent's, in conſequence of the misfortunes in thoſe Colonies were paid in again; a loſs was ſuſtained in the product both of the new and old taxes, by the ſtoppage of our diſtilleries, the defalcation of which ſums was not made good in the year, and to this was to be added the payment of bounties to ſeamen, by the Receivers of the cuſtoms out of the produce of that year's revenue, which cauſed a defalcation in the produce of the cuſtoms; and laſtly, the bounties upon the importation of Corn. Theſe circumſtances of courſe would not make the whole deficiencies good, and leave the conſolidated fund applicable to the ſervice of 1797; and as I cannot ſuppoſe that the Committee would chooſe to have thoſe ſums charged like a mortgage on the conſolidated fund, I have provided for its relief, and taken them as an article of ſupply from the 5th April 1796 to the 5th April 1797.

Vote of credit and Loan to the Emperor.

There is only one other ſum which remains to be ſtated, and that is a vote of credit to the amount of 3,000,000l. As 500,000l. has already been advanced to the Emperor, I wiſh, if it meets with the approbation of Parliament, to be provided with a further ſum of 2,500,000l. in order to make further advances, if approved of, as the time and exigencies may require. I ſtate this in order to let the committee know the ultimate amount of what ſums it may be neceſſary to provide; at the ſame time I deſire to have it underſtood, that I do not mean to pledge any perſon to a final vote upon further advances to the Emperor, unleſs for a certain ſum to a limited extent, which I ſhall ſtate before I ſit down. Suppoſing this vote of credit to take place, however, or not,, I ſhall ſtate that as part of the ſum to a limited extent, which I deem abſolutely neceſſary at this critical period, to allow the Emperor to fulfill his engagements, together with my reaſons forit. I have now gone through the whole of the ſupply, all the demands for which it was not poſſible to calculate before Chriſtmas, and throughout my ſtatements of them I have acted on the report of the Select Committee. In ſo extenſive a ſtatement it is impoſſible for me to hope that I have proceeded ſo clearly as not ſometimes ſcarcely to have made myſelf underſtood; but if any gentleman labours under any difficulty, I ſhall requeſt him only to follow me through the very able ſtatements of the report, and I believe he will find our accounts tally ſo nearly in the eſtimated ſervices and outſtanding arrears, as to ſhew the fulleſt confirmation of the accuracy of my ſtatements. For the ſake of being more explicit however, I ſhall ſum up all the heads of the ſupply in a

RECAPITULATION.

Navy	12,661,000
Army	6,600,000
Army Extraordinaries	3,387,000
Treaſury bills and army warrants	2,088,000
Ordnance	1,622,000
Ordnance, Extraordinaries, and Barracks	737,000
Miſcellaneous ſervice	929,000
Advances to the Merchants of Grenada	600,000
Imperial loan	500,000
Annual addition to Sinking Fund	200,000
Deficiency of Land and Malt	350,000
Re-payment to the Bank for advances on the Conſolidated Fund of 1795	1,054,000
Ditto 1796	1,370,000
Further deficiencies of Land and Malt	900,000
To diſcharge Exchecquer Bills iſſued on the credit of the conſolidated Fund for 1796	1,110,000
Deficiencies of conſolidated fund	2,177,000
Vote of Credit	2,500,000
	£.38,786,000

Mr. Pitt computed the ſum total at 42,770,000l. but as he omitted the fractions in his computation, and at other times did not punctually adhere to the ſtatements in the Report of the Select Committee, with which we have made a careful compariſon, we truſt the Public will not impute any blame to our fidelity for any very apparent ignorance or error.

Ways and Means.

Now, Sir, in regard to the Ways and Means for providing theſe Supplies, I muſt beg leave to ſtate, that a ſum a little leſs than ſeven millions will cover the expence; becauſe a repayment of ſome of the advances may take place in the courſe of the year; 1,500,000l. ariſing from the Taxes on the Land and Malt, will be payable by October, and Exchequer Bills to the amount of 1,600,000l. will repay the Treaſury Bills in the ſame ſum paid at the Bank.

My next duty, in the mean time, is to ſtate with what ways and means I am provided to meet the various ſums of this large amount. In order to do that, I ſhall begin with the land and malt already voted, which according to the uſual calculation is reckoned at 2,750,000l. The ſurplus of grants already voted, 400,000l. and the loan by voluntary ſubſcriptions, 18,000,000l. making a ſum total of 21,170,000l. Theſe are the only ſums already voted towards defraying the expences of the year, but there were other ſums ſtated in the original ſtatement, of which the firſt was a lottery. The lottery has varied in the general ſtatement, but taken according to the uſual profit, it produces ſomewhere about 200,000l. By exchequer bills in the former ſtatement, I took credit for 5,500,000l. which is the uſual amount of exchequer bills kept afloat:—but I do not now think it prudent to rely upon an iſſue of exchequer bills to that amount on account of the recent embarraſſments in public credit. I ſhall not reckon therefore on a larger iſſue than 3,000,000l. which is leſs than the quantity now in circulation. I ſhall take the ſurplus of the growing produce of the conſolidated fund on a new eſtimate, on account of the charges on it, and, ſhall therefore take credit for a moderate ſum to be derived from that ſource. This moderation does not riſe from any diminution of the permanent taxes, becauſe the report of the ſelect committee on finance confirms my repeated aſſertions of the flouriſhing ſtate of the permanent revenue; nor does it riſe from any conſiderable diſappointment from the produce of new taxes, becauſe, upon a review of the new taxes levied in 1793, 1794, 1795; and the beſt eſtimates of the probable amount of the new taxes for 1796, when any ſuppoſition is entertained that they will not be able in their ultimate amount to maintain themſelves at the produce at which they were computed, by ſetting them againſt the loans ſince raiſed, and operating one againſt the other to a general diminution, it will be found that they go near to counterbalance any deficiency, and are nearly equal to the charge upon the conſolidated fund by providing the intereſt of the funded debt. But it is to be recollected, that although in laying taxes I take credit for an amount which cannot be ſo productive as I may have calculated, I have generally endeavored ſoon enough, to meet the increaſed charge, and prevent an accumulation of unfunded debt. I now ſtand with the knowledge of two quarters, freed from a mortgage of 1,075,000l. and higher in their computation than I was juſtified to make them. As heavy as my computation might be, however, I have the ſatisfaction to hope, the total of the ſupply may recur before the taxes of next year, though allowance muſt be taken for both conſiderations. Every eſtimate is liable to uncertainty, but the average of the permanent taxes upon 4 years I find to be 13,919,000, to which adding duties of 1796, I ſhall have a total ſum of 17,803,000l. I am aware of the allowance on wine from the ſtock in hand, but in looking at the produce of the ſum total of the permanent taxes, and looking forward to diſtant periods when freſh ſums will become due, I have a right to aſſume that to be the amount; for when we ceaſe to take account of the ſtock on hand, the annual conſumption will replace the deficiency. The taxes impoſed for 1797, were reckoned at 2,100,000l. Part of thoſe taxes, it is true, are yet under conſideration, but many will take place at an early period. I do not ſuppoſe, therefore, that I ſhall be taking the benefit of the eſtimate at too much, if upon the whole I value them at 1,500,000l. To this is to be added the further amount of 600,000l. which I ſuppoſe to be the nett profit of the taxes which I am about to propoſe, and the advantage of which we are likely to receive by the 5th of April next, ſo that the whole yearly amount of the produce of the permanent revenue may then be calculated at 19,903,000l. Mr. Pitt then calculated the various other ſums to meet the ſupplies from the arrears of land and malt, the ſale of Dutch prizes, the returns of payment to the bank, the remaining money on hand upon the corn bounties, &c. making a ſum total of 42,870,000l. He then diſcuſſed the various terms of the loan with the ſeparate conditions as they have been detailed in our paper, and took this opportunity of ſtating his intention in the preſſure of the preſent critical period, to advance 200,000l. to the emperor, in order to enable him to fulfil his engagements in this country; the terms of the loan he left to a future day, but hoped to be able to take them into conſideration on Monday next.—"Thus far (ſaid he) I have ſtated the total amount of the different ſums which, upon the faireſt calculation I could make, I conceive to be neceſſary towards defraying the expences of the preſent year. I have endeavored to provide for every burthen which the exigencies of the country may require; but at the ſame time, I do not wiſh the committee to underſtand that I conſider all my ſtatements free from incorrectneſs and inaccuracy. Over and above the intereſt of the ſum that is to be raiſed by the loan, there are ſome other articles to be annually provided for; one of theſe is the ſum to be allowed to the commiſſioners appointed for the reduction of the national debt, which amounts to about 2 per cent. and which, added to the intereſt of 6l. 7s. 4d. will make the whole 8l. 7s. 4d. With regard to the loan of 18 millions, I muſt obſerve, that after a certain part of it ſhall be applied to the ſervice of Ireland, and another to that of the emperor, the total amount of the charge to this country will be no more than 13 millions; and this charge will appear to be ſtill leſs when it is conſidered that a conſiderable part of it is to go to the diminution of exchequer bills. There is at preſent a floating navy debt of about four millions, two millions of which exiſted at the beginning of the war. In conſequence of the difficulty of procuring caſh, this ſum cannot probably be diminiſhed at the preſent period, nor paid off till the war ſhall be put an end to. I would not provide a higher intereſt for it than 5 per cent. The whole of this intereſt, therefore, will amount to the ſum of 175,000l. There is alſo a deficiency of 100,000l. in taxes, which is to be provided for; ſo that the whole of the taxes which it is neceſſary to raiſe for theſe ſeveral purpoſes, will amount to between 1,000,000l. and 1,200,000l. There is another queſtion which is neceſſarily involved in the preſent ſubject, but which, as it is to be a matter of diſtinct diſcuſſion, I will not enter into at preſent. I ſhall barely mention the circumſtance. The nature and terms of the laſt loan, which I ſubmitted to this houſe, muſt naturally be in the recollection of moſt gentlemen, I will, on a future day, put it to the conſideration of the houſe, how far the ſubſcribers to that loan ſhould have been loſers in conſequence of the great diſcount upon it. That will appear more clearly from the circumſtances attending the preſent unexpected loan. It will certainly be neceſſary for the houſe to adopt ſome meaſures which ſhall make up the loſſes to thoſe gentlemen, who, in a moment ſo critical, came forward and diſplayed their patriotiſm and loyalty, by contributing ſo largely to the exigencies of the country. In conſidering the amount of the new taxes which I have thought it neceſſary to lay before the committee, I have made no eſtimate of thoſe which were created before Chriſtmas, in the laſt budget, becauſe in ſo ſhort a time an accurate eſtimate could not be taken: and I have therefore ſuppoſed in my preſent calculation that they will be as productive as I then ſtated at the opening of that budget.

New Taxes.

I now proceed (ſaid Mr. Pitt) to enter upon that unpleaſant taſk which falls to my lot, of propoſing to the committee the general outlines of ſuch ſources of taxation, as have appeared to me leaſt objectionable, and beſt calculated to produce the means of meeting all the difficulties of our preſent ſituation. The Committee muſt not ſuppoſe that there can be any taxes whatever which will not be liable to many objections; but I truſt that when they conſider the neceſſity of raiſing taxes to a certain amount, and of providing for unavoidable expences, they will agree with me that thoſe which ſhall appear to fall moſt lightly upon all deſcriptions of people, ought to be choſen in preference to any others. I hope that while the Committee meet the propoſitions I have to make with a firm determination to diſcuſs them, they will alſo conſider that it ought to be their firſt object to obtain effectual taxes. Among the different branches which form the objects of taxation in this country, there is one great ſource of productive revenue extenſive in its operation, not preſſing on any particular deſcription of perſons, and leaſt of all upon the lower orders of people, a mode of taxation which is ſafe and expeditious in the mode of collecting it, and what is ſtill more advantageous, will not require any additional expence either with reſpect to new officers or increaſe of ſalary to thoſe already employed in performing that part of the public ſervice. This ſource of revenue is the general branch of the *Stamp Duties*, which for the laſt 15 years has been rapidly increaſing; and has been doubled ſince the laſt war. My general object in laying additional duties on this vaſt branch of revenue, is to make a diſtinction between different articles, ſome of which I ſhall tax in a greater proportion than others, while ſome are to be exempted altogether. The greateſt addition is to be laid on thoſe which go under the general denomination of Conſolidated Duties. Theſe are of that deſcription, where ſtamps of the ſame denomination have been applied generally to different kinds of inſtruments. They include a variety of articles. The principal of theſe relate to the transfer of property, to deeds, adjudications, and proceedings in the eccleſiaſtical courts. My object, as I have juſt obſerved, is to ſee what augmentation may take place by levying a tax on the whole maſs of ſtamps. But it is my intention to exempt from the general tax all inſtruments that relate to law proceedings in courts of juſtice. I know that an opinion has prevailed, and with ſome degree of juſtice, that by taxing articles of this deſcription, and by that means encreaſing the expences of law ſuits, the frequency of litigation between parties might in a great meaſure, be prevented; but this rule is not in general true. If the coſts of a ſuit are encreaſed to a large amount, it may fall very heavy on perſons who only ſought to recover their property; and particularly on ſeveral of the lower claſſes of the people, who are often under the neceſſity of appealing to courts of juſtice againſt thoſe who would wiſh to take advantage of their inability, and refuſe the payment of debts which may be juſtly due. I would alſo except from taxation all probates of wills under certain ſums; nor do I mean to propoſe any tax upon legacies, becauſe a recent duty has been laid upon them in another form; under the ſame claſs I would alſo include policies of inſurance. On the general bulk, therefore, of ſtamps, I would propoſe, to double the preſent amount, and that will produce, annually, a ſum of 300,000l. But I mean to except from this general plan, ſkins of parchment which have been ſtamped, and inſtead of doubling the duty on, I ſhall propoſe, that where one ſkin has paid a duty of 7s. an additional duty of only 3s. ſhall be laid upon it. From the full information which I have received from the different offices on this ſubject, it has appeared to me, that this is the beſt mode of taxing the article in queſtion, and that by ſuch means it will be equally productive with the other taxes of the ſame deſcription. With reſpect to duties on *tranſfers of perſonal property*, where ſtamps may be neceſſary to give it validity, there is no ſubject of taxation which ought more freely to give a contribution to the public than that which muſt fall ſo lightly on every individual who may happen to be in poſſeſſion of ample means to defray a charge that muſt, in ſuch circumſtances, be comparatively trifling, and no ways burthenſome to the individual who pays it. Over and above the duty upon this branch, I mean to propoſe ſome ſcale for tranſfer, accord-

ing to the amount of the property transferred. In offering this tax, I am only extending a principle which has been already adopted by Parliament. A duty of 6d. in the pound on every 100l. has already been laid on all property transferred by public auction; and if it be admitted that a tax on auctions is a fair tax, what objection can there be to laying a similar tax on property sold by private contract? the only objection that has occurred to me on this subject is, that of the tax operating in cases of distress, against which, I shall, when the bill comes in its proper stage before the house, make a provision. The duty I mean to propose therefore, will be 4d. a pound on every 100l. obtained for property transfered in this way. I am rather a loss to make an accurate estimate of the sum which may be thus produced; but if I may be permitted to form a judgment from the increased duty on auctions within the last three years, I can very readily suppose that this tax will be very productive; and as the former has produced 100,000l. in one year, it is reasonable to calculate that 4d. a pound consideration money upon the latter will bring in a sum of 170,000l. supposing the property transferable in one year to amount to the sum of 10,000,000l. The next tax which I have to propose in addition to this, is one which will fall equally light on all descriptions of people; it has been stated to me that the authenticated *copies of deeds* which are kept in different offices never have any stamp upon them, and that it is only the original deed which is stamped; I shall therefore propose that there should be no copy of this kind without a stamp equal to that of the original; and the duties produced by this regulation would amount to the sum of 40,000l. The fourth article which I mean to propose as a subject of taxation, relates to the *Probates of Wills*, all of which, except those for sums under 300l. I shall move to pay a certain duty, which may produce the sum of 40,000l.—The next subject I have to offer to the committee, is one which will produce a great deal of discussion out of this house. It relates to a certain species of property well known in this country; but it will be the vehicle (and that not a verbal one) of conveying to the different parts of the country, what I am now stating. When I consider the great prevalence of this vehicle of general intelligence; when I consider the amazing extent to which it has been carried; that the luxury of it has been so very generally felt and practised; that the taste of the Public is not likely to be shaken, by any trifling encrease in the price of an article sought after with such universal avidity; when I consider also the immense profits produced by these articles of luxury, which are of a nature that ought not to exempt them from their share of general taxation, I conceive that the laying on *an additional duty on newspapers* is a measure that cannot be in any manner objectionable. This might be done without any injury either to the editors or the authors of such publications. The present duty is 2d on each paper; in addition to which I should propose a further tax of one penny halfpenny; and even in that case, considerable gains will be produced to the proprietors of papers. I should conceive that the price to customers ought not to be raised any higher than this additional duty; because on a former occasion, in consequence of an encreased duty on paper, the price of newspapers were raised far beyond that proportion, and has continued so ever since; therefore I do not imagine the proprietors of them can now have any equitable claim to an encrease in their price. The sum produced by this duty will amount to 114,000l. The next thing I have to propose, is a modification of the *duties on advertisements* published in newspapers. According to the regulations that exist at present, there is no difference in the duty upon an advertisement of three lines and that on one of the greatest extent. I should propose to vary the present mode, and according to the regulations which I shall offer, there may be advertisements the duty on which shall amount only to some shillings, while on others the duty shall rise up to some pounds sterling. The estimated produce from this source will amount to 20,000l. The next duty I have to propose is to arise from a regulation of the *stamps on attornies certificates*, by which certain frauds that have hitherto been practised may be prevented. This will produce the sum of 15,000l. There is one more article of luxury which I shall propose to lay a tax on; that is, all *plate that shall be manufactured for the purpose of ornamental use*, which will produce the sum of 30,000l. All those taxes which I have just now enumerated, seem to me to press as lightly on the general bulk of the people as any I could think of; and least of all to increase the national difficulties. There still remains one more to be added. I have endeavored to find one, which, although I confess it is not free from some speculative and practical objections, will not however be found inconvenient to the public at large. It is a subject which has often been thought of before this time; which has been once before this house but was withdrawn. This is a tax on carriages of all sorts, and on goods of all kinds conveyed by carriages which pass through *turnpike-gates*, where the tax is to operate by an increase of the tolls. To this it will be right to make some exemptions; such as exemptions on all new tolls till they shall have risen to a certain amount—general exceptions provided for by general laws—and local exceptions in certain districts. The same exceptions that now prevail in tolls ought also to prevail on the part of the public; and I should propose that the same duty may be taken for the public, that is now paid for tolls. I cannot exactly say how much this will produce; but I know that when it was brought forward here about 15 years ago, it was estimated at no less a sum than between 4 and 500,000 pounds. With respect to the principle of this tax, it may be objected to on the ground of its being a great hardship to lay a burthen on passengers and the conveyance of goods; but I hope when gentlemen will consider how small a portion must fall to each individual, that they will not look upon this as a grievance, but rather as a manner of lightening the general burthens. I have now stated every thing which I conceived material in as concise a manner as I could; and I return my thanks to the committee for the indulgence they have shewn me during the length of time I have trespassed on their attention. I have no other excuse to make than that I am pleading the necessity of dwelling on a subject which I did not wish to bring forward immediately—And I now submit this pleasing circumstance to the consideration of the House, that in the midst of difficulties, and apparently surrounded by calamities, we have still been able to find such ample resources, as those which have been stated to them this day. I call upon them to reflect, that at the moment when we are struggling with a great contest—while we are laboring under pressures as heavy as they are unexampled; we still see the strength and powers which we possess; and that if we are not to be alarmed at imaginary evils; if we are not to be dispirited by events which are not so calamitous in themselves as they have been conceived to be; we shall find the radical wealth and the ample means of this country fully sufficient to support us in every conjuncture of our affairs, and ultimately to restore us to that situation from which we have been removed for a time, by circumstances as extraordinary as they have been unavoidable. He then concluded by moving resolutions founded on his statements. Among these the following—

Summary of the new taxes.

The consolidated duties on stamps in general doubled -	£.320,000
Tax on property transferred by private contract - -	170,000
Tax on copies of deeds -	40,000
On probates of wills above the sum of 300l. - -	40,000
Addition of 1 1-2d. on each newspaper stamp - -	114,000
Increased duty on advertisements	20,000
On attornies certificates -	15,000
On ornamental plate -	30,000
Duty equal to the tolls on all carriages passing through turnpikes - -	450,000
Total,	£.1,199,000

[*To be concluded to-morrow.*]

The Gazette.

PHILADELPHIA,
WEDNESDAY EVENING, *June 21.*

APPOINTMENT.

Monday last the Governor appointed and commissioned JOHN D. COXE, ESQ. to be the President of the Court of Common Pleas of the First District, in the room of JAMES BIDDLE, ESQ. deceased.

The President of the United States has nominated ELBRIDGE GERRY, ESQ. of Massachusetts, Envoy Extraordinary and Minister Plenipotentiary to the French Republic, in the place of FRANCIS DANA, ESQ. who has declined that appointment.

Last Saturday Evening, a lad by the name of HOPPER, of this city, was drowned in the Delaware.

Monday last a French Merchant of this City died very suddenly—it is supposed he had taken Laudanum, as he left a written paper, that was found after his death, in which he gave notice that he should be dead in two hours.

GAZETTE MARINE LIST.

PORT of PHILADELPHIA.

ARRIVED. DAYS.

Ship Fair American, Hathaway	St. Kitts	24
Schr. Ann, Hall,	St. Domingo	16
Little Fanny, Cox,	St. Thomas's	14
Harmony, Cushing.	Aux Cayes	27
Sally, Church	Savannah	8
Winfield Packet, M'Near,	Richmond	8
Sloop Maria, Becker,	Charleston,	6

CLEARED.

Ship Fame, Jones,	Charleston and Hamburgh
Aerial, Tarris	Hamburgh
William Penn, Josiah,	London
Ann & Mary, Billis,	St. Thomas
Snow Diamond, Eastburn,	Liverpool
Brig Molly, Davine,	Fort Dauphin
Eagle, Hastie,	Bordeaux
Sally, Vum,	Wilmington, D.
Liberty, Duer,	St. Thomas
Schr. Minerve, Dill,	Cape Nichola Mole
Schr. Virginia and Philad. Packet, Hollet,	Norfolk
Joy, Smith,	Boston
Maria, Hodgson,	Fredericksburgh
Fanny Bridger, Dunn,	New-York
Cressy, Brown,	North Carolina
Sloop Mary, L'Hommedieu.	New-York
Diamond, Atwood,	Boston
Delight, Haughwout,	Virginia
Peggy & Molly, Reynolds,	Richmond
Industry, Brown,	Baltimore

The following vessels were left at St Domingo by capt. Hall, of the Ann.

Ship Ardent, Graybell, of Baltimore.

Columbia, Harden, of Portland.

Brig George Washington, Miller, Philadelphia.

Schr. Ulalia, Wheeler, do.

Capt. Hall in lat. 28, 30, long. 72, 30, spoke brig Minerva, Long, out 12 days from hence to Jamaica—all well.

Capt. Hall informs, that he saw a ship off Reedy Island, inward bound, carry away her topsails in the squall. She is a yellow sided vessel, has the figure of a woman at her head, and 8 tier of painted ports.

A brig, a schooner and a sloop, names unknown are below.

New-York, June 20.

ARRIVED. DAYS

Brig Sally, Waldrom, Curacoa

Schr. Dolphin, Goodwin, Bermuda, 7

Ship Franklin, arrived at Bourdeaux, in 29 days from this port.

Two ships and a brig at the Hook,—names unknown.

From the log-book of the brig Resolution, Capt. Pinckam, 52 days from Bonavista.

April 27, lat. 16, 9, long. 24, saw seven large ships which we took to be English East Indiamen.

May 27, long. 65, 30, spoke the schooner Betsey, Capt. J. Maxwell, from Norfolk, bound to Guadaloupe—Same day spoke the brig Twins, Capt. Keeley, from Philadelphia, bound to St. Croix.

June 7, lat. 38, 23, long. 16, 19, spoke the Dispatch, Capt. Butler, from Virginia bound to Martinique.

June 12, lat. 39, 12, long. 69, 12, spoke the brig Eliza, Capt. Miller, from New-Haven, bound to St. Croix.

April, passed Bonavista the brig Garland, Capt. Worth, of Boston bound to the Faulkland Islands.

In the Amsterdam Packet, from Glasgow, came 54 passengers.

Brig Electa, Capt. Almy, arrived at Jacquemel, May 19.

The brig Bayonne, arrived at Martinique the 15th May; the ship Franklin, on the 22d May, both from this port.

Baltimore, June 19.

Yesterday arrived, ship Louis, Captain Deal 88 days from the Isle of France, brings nothing new—off Turk's Island, was boarded by a British frigate and after a strict examination, suffered to proceed.

By this day's Mail.

SALEM, June 13.

In the French papers from Bourdeaux, kindly communicated by Capt. Upton, of which six are in the month of April, we have found few articles, but have noticed the following.

In January, the Russia fleet in the black Sea was reported at Petersburgh to consist of 20 ships of the Line, built of Oak, and of good construction for fast sailing, 10 of 50 guns and others were building, among which was one of 90 guns. There were 17 frigates. The smaller vessels with flat bottoms were 126, sufficient to transport 30,000 men, drawing only three feet water.

The news from Basle was, that the neutrality of that place had brought company from all countries, and that the Swifs Cantons had recalled all their troops from the frontiers, and sent them home, confident that they should have no further occasion for them.

CHARLESTON, June 2.

COMMUNICATION.

The Spanish general sometime since said to have been in Georgia, is gone to St. Augustine. His errand was to see gen. Clarke, who was suspected of being in the British interest; whether the suspicions were just, or otherwise, Clarke is certainly now on his way to St. Augustine, to assist in its defence against the British.

A major de Bert is a principal in the plan for sending about 2000 men, French and others (probably a great many Americans from the back parts of Georgia, South-Carolina, North-Carolina, and Kentucky) to defend St. Augustine against the expected attacks of the English, or more probably to take possession of it in the name of liberty and equality.

SAVANNAH, June 6.

Messrs. Powers & Seymour,

I will thank you to insert the subjoined in your useful paper, and oblige

A SUBSCRIBER.

On Thursday last arrived at Cockspur, a Virginia built brig, formerly called the Matilda, at present under Spanish colours, mounting 16 guns 4 and 6 pounders, with 102 men; last from St. Thomas', commanded by Thomas Whippo, whose general character is well known in the middle and southern states as well as some parts of Europe. Unfortunately for our national character, he once claimed the right of a citizen of New-York by birth.

Capt. Whippo arrived at this port late in the month of December last, in the ship Commerce of New-York, from Baltimore; here he made a kind of sale *of the ship, to Capt. John Green of Alexandria, who loaded her for the West-Indies. To avoid the fraternal embrace of the sheriff, or some of his deputies, and to disappoint his creditors, Capt. Whippo's friends gave out that he had embarked in the barque Albany, for Europe, and from that time he became invisible to the public. When the Commerce was ready for sailing, he left this city by moon light, and proceeded in her to St. Croix, where she was again sold, whence this* virtuous *American proceeded to St. Thomas', and purchased the brig above mentioned, and has come hither with the* laudable *intention of capturing American property.*

CONGRESS.

HOUSE OF REPRESENTATIVES,

Tuesday, June 20.

The act for making a detachment of the militia, was read the third time and the blanks filled up, fixing the number of men which each state should furnish on the basis of the number of white inhabitants, as follows:

Tennessee,	806
Georgia,	1334
S. Carolina,	3535
N. Carolina,	7268
Kentucky,	1542
Virginia,	11150
Maryland,	5262
Delaware,	1168
Pennsylvania,	10796
New-Jersey,	4186
New-York,	7923
Connecticut,	5860
Rhode Island,	1826
Massachusetts,	11836
New-Hampshire,	3558
Vermont,	2150
Total,	80,000

The bill passed 43 to 26.

Mr. W. Smith, from the committee of ways and means, reported a bill laying a duty on licences for the sale of wines by retail, and also foreign distilled spirits, which was twice read, and committed to a committee of the whole on Thursday.

The house then resolved itself into a committee of the whole on the bill for raising an additional corps of artillery; when

Mr. S. Smith took a pretty extensive view of the subject, and noticing the men reported to be stationed at different places, insisted upon there being a sufficient number at every one, except at Wilmington, N. Carolina. He wished the deficiency in the present regiment to be filled up, and then there might be a supply sent to Rhode-Island, and any other place where they might be required.

Mr. Giles moved to strike out the first section of the bill. He thought the 300,000 dollars proposed to be expended on this object might be better disposed of in another way.

Mr. W. Smith hoped the present motion would not prevail, as it was intended to destroy the bill. He thought the President and Secretary of War having recommended the measure, and one branch of the legislature having passed a law upon the subject, they ought not to defeat the business in this way. He was surprised the gentleman from Maryland should have been so decidedly opposed to it, since the other day he seemed undetermined on the subject. He had taken a view of the different posts, and declared them all well garrisoned, but he had taken no notice of places where there was not a single man. Mr. S. said it should be remembered that in the men calculated to be at each place, were included non-commissioned officers and music; stripped of these, he made the whole number 350 men. The posts at which no men were stationed were, he said, Portland in Maine, Portsmouth, N. H. Gloucester, Salem, Newport, R. I. New London, and Point Petre at Savannah.

The report of the Secretary of War, Mr. S. noticed, had represented these places as going to decay for want of being kept in repair. He noticed some objections urged against this measure on a former day. He denied that this could be called the skeleton of a regiment; it was nearly complete, as near as it could well be. None of the artillery on the frontier could be safely drawn away. Our situation there was critical; and to take any men away, whilst the Spaniards were increasing their force, would operate to our disadvantage in the minds of the Indians. Mr. S. denied that the expence would be so great as had been said. Our situation, he said, was neither peace nor war, but a sort of intermediate state, which was far from being safe, and which required them to prepare for war. If gentlemen had not been of this opinion, why increase our naval armament? He thought they contradicted themselves. He charged the gentleman from Maryland with having forgot the representation he had given on a former occasion with respect to the situation of the fortifications at Baltimore, which he then said was not sufficient to keep off the *cows*. (Mr. S. Smith said he spoke only of the want of a *fence*). This measure had been charged with being an increase of our peace establishment, and that the bill being for five years countenanced this idea. He denied that this was the case, and if the period were thought too long, it might be shortened. Gentlemen had also said, that advantage was taken of the impulse of the moment to pass this bill. But by what, he asked, had this impulse been occasioned, but from an idea of the danger of a war? And he thought the fears of the nation ought to be calmed, by taking such measures as the present.

When an increase of the navy was under consideration, Mr. S. said, gentlemen exclaimed, leave trade to take care of itself, and let us attend to the internal defence of the country; but now, when they were preparing for that, the same men say we are about to employ upon this object what ought to be employed for the protection of commerce. Mr. S. said it was an error to say no taxes would be wanted, if this bill did not pass. There would be money in that case wanting for manning the frigates, for arming the revenue cutters, for the diplomatic department, and for the expences of this session (not less than 60 or 70,000 dollars) would be needed for the last item only for the payment of the agents appointed for assisting to carry into effect the 6th article of the British treaty, &c. So that that argument had no weight. It was said these men were unnecessary, because the militia were the proper defence; but the President had not the power to call out the militia, except in cases of insurrection or invasion, so that an enemy might get possession of the posts before the militia were called out.

Mr. S. concluded by saying there were about 30 forts on the sea coast, and that these men distributed among them would only give 14 to each, which would not be sufficient to preserve the guns from rust; and, if this bill passed, there would only be 41 for each fort. He submitted it to the committee, therefore, whether they ought to risk the safety of the country for the sake of 216,000 dollars. He trusted they would not.

Mr. Shepard opposed the motion. He thought it necessary men should be sent to those forts where there were none, to prevent them from going to ruin. Instead of the number proposed to be raised, he tho't two companies would be sufficient. He did not think the country in a safe state, and wished to make it in some degree more so.

Mr. BALDWIN observed, that since the adoption of the federal government, the history of the military establishment had, in his judgment, been the most expensive and unfortunate part of its history. It had commonly been so of all nations. He thought there was every inducement, from the experience of ourselves and others, to make as sparing a use of it as possible. The reasons hitherto assigned for a military establishment, in this country, have been a supposed unfriendly disposition in foreign nations, and of the vast Indian tribes who bordered on our frontiers. These had been for several years the cause of great anxiety and expence; they were all now happily removed by treaties of peace lately established. It was his opinion, that on that event there was little or no cause left for any military establishment at all. He had been one of a committee last year who recommended a reduction of them, particularly a total reduction of the cavalry: this recommendation did not fully prevail, but his opinion was still the same. The reasons now urged for regular troops must be considered principally of a permanent nature, and for a peace establishment; the enlistment now proposed is for five years—he hoped it would not prevail; he hoped the establishment would not be carried to any greater extent at this time. More money and more troops was apt to be an increasing passion, always attending large delegations of power; collect money to raise armies, and raise armies to collect money, has been a wheel of fortune to them, and a wheel of rack to their subjects. He hoped this country would form an exception, and shew that some of the miseries of the world were not the inseparable condition of man. It was the professed object and principle of our revolution; none of its friends can advocate a standing army. The special reasons urged of their being necessary to keep peace with the Indian nations on the frontiers, or for the forts on the sea coast, he thought had not great force; the number or extent of the forts is not to be encreased; in a finished State they would require fewer troops to man them. There had always been a frontier, and large nations of Indians bordering upon it ever since the first settlement of the country; there is therefore nothing new in our situation in that respect, to urge it more than formerly; that there should be some confusion and disorder from that cause, had always appeared unavoidable, but regular troops had not been found by experience to be the most ready or most useful relief. He believed things must go on pretty much as they had, and that establishing the civil government was all that could be done in the case. He thought the fifty companies now in service would be sufficient for all purposes, and that the new regiment now proposed would not be necessary.

Mr. WILLIAMS thought the report which they had received from the war-office did not go far enough. Besides the artillery, we had four battalions of infantry, which must be somewhere in garrison. He thought the present number of artillery was sufficient, being the same as in 1794, especially since artillery neither erected forts nor kept them in repair. He wished the 122 deficient men to be raised, and sent to Georgia, and places east of New-York. Indeed, it would appear extraordinary, if, after voting 150,000 dollars for fortifications, they should vote, at least 250,000 for men to take care of them. He did not think it would be prudent at present to go into the measure, since he did not believe any danger was now to be apprehended, and as they did not know where the money was to come from. He did not wish to go on increasing the debt, and he saw little chance of raising fresh revenue.—We had at present, he said, a greater proportion of artillery, than any other nation; having 16 companies of artillery to 82 of infantry. If more troops were necessary, let such be raised as would be most useful. They had received a bill from the Senate for raising a provisional army, wher that came before them, he should give it his vote.

(To be continued.)

POST-OFFICE, Philadelphia, June 21, 1797.

Letters for the British Packet, Carteret, will be received at this office until Saturday the 24th inst. at 12 o'clock, noon.

CINCINNATI.

THE Members of this State Society are hereby notified, that their anniversary meeting for the purpose of electing officers of the Society, and transacting such other business as may come before them, will be held on the 4th day of July next, in the State-House, at 10 o'clock, in the morning. The punctual attendance of the members is requested, as a quorum did not attend at the last anniversary meeting—After the business is finished, the Society will adjourn to O'Ellers Hotel, in order to celebrate the birth day of our freedom and independence. The dinner will be on the table at half past three o'clock.

The members of the other States Societies of the Cincinnati and the officers of the American army, who may be in this city on that day, are particularly invited to join this State Society in commemoration of the day.

By order of the standing committee.

R. PORTER, Secretary.

June 22d, 1797.

Young Hyson Tea.

40 chests of a superior quality—Also,
100 do. of Hyson,

Imported in the *Woodrop Sims*, and for sale by the subscribers, corner of Second and Pine street.

C. Haight.

June 21. eotf

Best English Crown Window Glass.

A well assorted Invoice of the best English Crown Window Glass, of the following sizes;

10 by 8	212 BOXES.
11 by 9	
12 by 10	
14 by 10	
16 by 12	
19 by 14	

Likewise fresh Rice, high proof Brandy, best mess Beef, in half barrels.

Sail Cloth, No. 1. to 8.

Sherry Wine.

A few hundred weight of excellent Dutch Pistol and Rifle Gun Powder—and,

Thirty Boxes Chocolate.

For Sale by,

Samuel Breck, Jun.

June 21. co13t.

Bush Hill.

June 21st, 1797.

THE Public are respectfully informed that the Evenings Amusement of the Gardens for this week are arranged for

THIS PRESENT EVENING, WEDNESDAY, June 21st,

and Friday, 23d.

N. B. They are also requested to take notice that the Tavern and Gardens will be publicly open for general admission on Tuesdays, Thursdays and Saturdays.

*** Sundays admittance, one quarter of a dollar, which entitles the person to its value in wines, liquors or refreshments.

☞ Dinners dress'd for parties at a day's notice

d5t

GABRIEL DECOMBAZ,

BOOKSELLER & STATIONER,

Begs leave to inform the public that he has removed his Shop to No. 32, South Third street,

AND HAS JUST PUBLISHED,

(Neatly bound and lettered, price 2 dols. 25 cts.)

No, 48, North Third Street,

The Adventures of Telemachus.

French and English, 2 vols. 12mo.

AMONG the books which daily fall into the hands of the youth of both sexes, none have a higher claim to their attention than Telemachus. The most interesting lessons are here conveyed in the vehicle of an interesting Poem, replete with the finest touches of the true pathetic, and embellished with all the graces of a beautiful style. The fatal effects of indulging the passions are exemplified in the most striking manner; and the happiness attending innocence and virtue painted in the liveliest colours. Whatever can incite to virtue or deter from vice; whatever can enlighten the understanding, charm the imagination, and improve the heart, is to be found in this interesting work.

THE NAVAL GAZETTEER;

Being a complete Geographical Dictionary, containing a full and accurate account, alphabetically arranged, of all the countries and islands in the known world; showing their latitude, soundings, and stations for anchorage; with a particular description of the several Bays, Capes, Channels, Coves, Creeks, Currents, Gulfs, Harbours, Havens, Lakes, Oceans, Races, Rivers, Roads, Rocks, Sands, Shoals, Sounds, Straits, Tides, Variation of the Compass &c. Together with a particular relation of the shape and appearance at sea, of the several Headlands, Isthmuses, Peninsulas, Points, Promontories, and whatever is of use or importance to the Master, Pilot, Commander, or Seaman of any ship or vessel, in navigating the watery element.

Also Comprehending

Ample Directions for sailing into or out of the different Ports, Straits, and Harbours of the four quarters of the world; and for avoiding dangers on the various and extended coasts; in which more than twelve thousand distinct names of places, are treated of and explained. With a correct set of Charts, 2 vols. 8vo. price 6 dols.

By the Rev. JOHN MALHAM,

☞ This has been pronounced the most useful and the cheapest book published in America.

June 21. dtf

COTTON.

A few bales just arrived, for sale by

JOHN CLARK,

No. 55 North Water Street.

June 19. cotf.

Proposals

For carrying MAILS of the United States on the following Post Roads, will be received at the General Post-Office, in Philadelphia, until the 31st day of July next, inclusive.

MAINE.

1. From Brewer's or Scoodie by Machias, Chandler's river and Columbia, to Narraguagus once a week.

Leave Brewer's every Saturday at 2 P M, and arrive at Narraguagus the next Tuesday by 6 P M—*Returning*, leave Narraguagus every Wednesday at 6 A M, and arrive at Brewer's the next Saturday by 10 A M.

2. From Narragusgus by Gouldsborough, Sullivan, Trenton, Bluehill, Custine, Penobscot, Buckston, Frankfort, Prospect and Belfast to Duck-Trap once a week.

Leave Narraguagus every Wednesday by 6 A M. and arrive at Duck Trap the next Saturday by 10 A M. *Returning*. Leave Duck Trap every Saturday by 2 P M and arrive at Narraguagus the next Tuesday by 6 P M.

3. From Duck Trap by Camden, Thomaston, Warren, Waldoborough, Newcastle, Wiscasset, Bath, Brunswick, Freeport and North Yarmouth to Portland once a week.

Leave Duck Trap every Saturday by 2 P M, and arrive at Portland the next Tuesday by 6 P M. *Returning*. Leave Portland every Wednesday by 6 A M, and arrive at Duck Trap the next Saturday by 10 A M.

4. From Portland by Biddeford, Welles and York, to Portsmouth.

April 15 to October 15. Leave Portland every Monday, Wednesday and Friday by 6 A M, and arrive at Portsmouth the same days by 6 P M. *Returning*. Leave Portsmouth every Monday, Wednesday and Friday at 9 P M, and arrive at Portland on the next day by 6 P M.

October 15 to April 15. Leave Portland every Monday and Thursday at 6 A M, and arrive at Portsmouth on Tuesday and Friday by 10 A M. *Returning*. Leave Portsmouth every Tuesday and Friday at 1 P M, and arrive at Portland every Wednesday and Saturday at 5 P M.

5. From Portland by North-Yarmouth, Freeport, Brunswick, Bath, Wiscasset, Dresden, Pittston and Hallowell Hook to Hallowell court house, once a week.

Leave Portland every Friday at 8 A. M, and arrive at Hallowell court-house the next Saturday by 7 P M. *Returning*. Leave Hallowell court-house every Wednesday by 5 A M, and arrive at Portland on Thursday by 6 P M.

6. From Wiscasset by Dresden, Pittston, Hallowell Hook, Hallowell court-house, Winthrop, Monmouth, Green, New-Gloucester and Gray to Portland once a week.

Leave Portland every Monday by 6 A M, and arrive at Wiscasset on Wednesday noon. *Returning*. Leave Wiscasset on Wednesday at 3 P M, and arrive at Portland on Friday by 6 P M.

7. From Hallowell Hook by Vassalborough, Fort Halifax, Winslow, Fairfield and Canaan to Norridgewok once a week.

Leave Hallowell Hook every Wednesday at 11 A M, and arrive at Norridgewock on Thursday by 6 P M. *Returning*. Leave Norridgewock on Monday at 2 P M, and arrive at Hallowell Hook on Tuesday by 6 P M.

8. From Hallowell Hook to Farmington on Sandy river once in two weeks.

Leave Hallowell Hook every other Wednesday by 8 A M, and arrive at Farmington by 6 P M. *Returning*. Leave Farmington every other Thursday at 8 A M, and arrive at Hallowell Hook by 6 P M.

9. From Portland by Falmouth, Gorham, Buxton, Standish, Limerick, Parsonfield, Shapleigh and Lebanon to Berwick, once in two weeks.

Leave Portland every other Monday at 8 A M, and arrive at Berwick on Wednesday by noon.

Leave Berwick every other Wednesday at 2 P M, and arrive at Portland on Friday by 6 P M.

10. From Standish by Flinstown, Fryburg academy, Conway and Tamworth to Sandwich in New Hampshire once in two weeks.

Leave Standish every other Tuesday by 8 A M, and arrive at Sandwich on Wednesday by 6 PM. *Returning*. Leave Sandwich every other Thursday at 8 A M, and arrive at Standish on Friday by 6 P M.

11. From Wells by Waterboro', Sanford, Doughty's Falls, Berwick and Dover, to Portsmouth once a week.

Leave Wells every Tuesday by 6 A M, and arrive at Portsmouth on Wednesday by 10 A M. *Returning*. Leave Portsmouth every Wednesday by 2 P M, and arrive at Wells next Thursday by 6 P M.

NEW-HAMPSHIRE.

12. From Portsmouth by Dover, Rochester and Moultonborough to Plymouth, returning by New-Hampton, Meredith, Gilmantown, Nottingham and Durham to Portsmouth once in two weeks.

Leave Portsmouth every other Wednesday by 8 A M, and arrive at Plymouth the next Friday by 6 P M. *Returning*. Receive the mail at Plymouth every other Saturday by 8 A M, and return to Portsmouth the next Tuesday by 4 P M.

Note. "The post is to go and return on this route alternately."

13. From Portsmouth by Exeter, Chester, Londonderry, Amherst, Peterborough and Marlborough to Keene, once a week.

Leave Portsmouth every Thursday by 8 A M, arrive at Exeter by one P M, at Chester by 6 P M, and at Keene on Saturday by 4 P M *Returning*. Leave Keene every Monday by 8 A M, arrive at Chester on Tuesday by 4 P M, at Exeter on Wednesday by 9 A M, and at Portsmouth by 4 P M.

14. From Concord by Plymouth to Haverhill, once a week.

Leave Concord every Monday by 6 A M, arrive at Plymouth on Tuesday by 3 P M, and at Haverhill on Wednesday by 4 P M. *Returning*. Leave Haverhill every Thursday by 8 A M, arrive at Plymouth on Friday by 9 A M, and at Concord on Saturday by 4 P M.

15. From Exeter to Hampton Falls, three times a week from April 15 to October 15, and twice a week from October 15 to April 15.

Leave Hampton falls in one hour after the arrival after the arrival of the mail from Boston, and deliver it at Exeter in two hours, remain at Exeter two hours and return to Hampton Falls in six hours from the time of leaving it.

MASSACHUSETTS.

16. From Newburyport, Haverhill, Kingston, Exeter, New Market and Durham to Dover once a week.

Leave Newburyport every Monday by 10 A M, arrive at Dover on Wednesday by noon. *Returning*. Leave Dover on Wednesday by 3 P M, and arrive at Newburyport on Friday by 3 P M.

17. From Salem to Gloucester once a week.

Leave Gloucester every Wednesday by 7 A M, and arrive at Salem by 11 A M. *Returning*. Leave Salem every Wednesday by 1 P M, and arrive at Gloucester by 6 P M.

Note. Should this mail be carried in a stage it is to be carried as often as the stage runs, the hours desired to be stated in the proposals.

18. From Salem to Marblehead three times a week. Leave Salem every Monday, Wednesday, and Friday immediately after the arrival of the mail from Boston, and deliver it at Marblehead in one hour and a half, leave Marblehead in one hour and a half and return to Salem in two hours.

19 From Boston by Andover, Haverhill and Chester to Concord in New Hampshire once a week.

Leave Concord every Monday by 6 A M, arrive at Chester by 2 P M, and arrive at Boston on Tuesday by 4 P M. *Returning*. Leave Boston every Friday by 9 A M, arrive at Chester on Saturday by 11 A M, and arrive at Concord on Saturday by 6 P M.

20. From Boston by Concord, Lancaster, Leominster and Ashburnham to Marlborough, Keene and Walpole in New Hampshire.

Leave Boston every Wednesday and Saturday by 6 A M, and arrive at Leominster by 7 P M.

Leave Leominster every Thursday by 6 A M, arrive at Keene by 9 PM, & at Walpole on Friday by 10 A M *Returning*. Leave Walpole every Saturday or Sunday by 5 A M, arrive at Keene by 9 A M, and at Leominster in the evening. Leave Leominster every Monday and Thursday by 6 A M and arrive at Boston by 6 P M.

21. From Boston by Quincey, Hingham, Hanover, Plymouth, Sandwich, Barnstable, Yarmouth, Dennis, Harwich and Chatham to Truro once a week.

Leave Boston every Thursday by 3 P M, arrive at Sandwich on Friday by 6 P M, and at Truro the next Sunday by 6 A M. *Returning*. Leave Truro every Monday by 8 A M, arrive at Sandwich on Tuesday by 7 P M, and at Boston on Thursday by 10 A M.

22. From Sandwich by Falmouth and Holmes Hole to Edgartown once a week.

Leave Sandwich every Saturday by 1 P M, and arrive at Edgarton on Monday by 11 A M. *Returning*. Leave Edgarton on Monday by 2 P M, and arrive at Sandwich on Tuesday by noon.

23. From Boston by Sharon, Mansfield, Norton and Taunton to Newport once a week.

Leave Boston every Monday by 6 A M, and arrive at Newport by 6 P M, on Tuesday. *Returning*. Leave Newport every Wednesday by 8 A M, and arrive at Boston on Thursday by 6 P M.

24. From Boston by Charleston, Medford, Woburn, Billerica, Chelmsford and Tyngborough to Amherst once a week.

Leave Boston every Thursday by 10 A M, and arrive at Amherst the next Saturday noon. *Returning*. Leave Amherst every Monday noon, and arrive at Boston on Wednesday by 3 P M.

25. From Boston by Randolph, Bridgewater, Raynham and Taunton to New Bedford.

From May 1 to November 1. Leave Boston every Monday, wednesday and Friday at 10 P M, arrive at Taunton the next day by 11 A M, and at New Bedford by 2 P M. *Returning*. Leave New Bedford every Sunday, Tuesday and Thursday by 10 P M, arrive at Taunton the next day by 11 A M, and at Boston by 8 P M.

From November 1 to May 1. Leave Boston every wednesday and Friday at 9 A M, arrive at Taunton by 8 P M, and at New Bedford on Thursday & Saturday by 8 P M. Returning. Leave New Bedford every Monday and wednesday by 9 A M. arrive at Taunton by 8 P M, and at Boston on Tuesday and Thursday by 7 P M.

26. From New Bedford to Nantucket, twice a week from November 1 to May 1. Leave New Bedford every Friday and Monday by 6 A M, arrive at Nantucket in the evening. Leave Nantucket every Saturday and Tuesday by 10 A M, and arrive at New Bedford in the evening.

From May 1 to November 1. Leave New Bedford every Monday, wednesday and Friday by 10 A M, and arrive at Nantucket in the evening. Returning. Leave Nantucket every Tuesday, Thursday and Saturday at 8 A M, and arrive at New Bedford in the evening, winds and tide permitting.

27. From Taunton by Dighton and Somerset to warren once a week.

Leave Taunton every wednesday by 5 A M, and arrive at warren by 10 A M. Leave warren by 1 P M, and arrive at Taunton by 6 P M.

28. From Boston by Dedham, Providence, Plainfield, Norwich, New London, Saybrook, Killingworth, Guilford and New Haven to New York three times a week.

From May 1 to November 1. Leave Boston every Tuesday, Thursday and Saturday by 10 A M, arrive at Providence by 6 P M, arrive at Norwich on wednesday, Friday and Monday by noon, at New London by 3 P M, arrive at New Haven on Thursday, Saturday and Tuesday by noon, at Stanford by 9 P M, and at New York on Friday, Monday and wednesday by noon. Returning. Leave New York every Tuesday, Thursday and Saturday by 10 A M, arrive at New Haven on wednesday, Friday and Monday by 2 P M, at Norwich on Thursday, Saturday and Tuesday by noon, at Providence by 8 P M, and at Boston on Friday, Monday and wednesday by 1 P M.

November 1 to May 1. Leave Boston every Tuesday, Thursday and Saturday by 9 A M, arrive at providence the next days by 9 A M, at New London every Thursday, Saturday and Tuesday by noon, at New Haven on Friday, Monday and wednesday by 3 P M, at Stratford by 8 P M, and arrive at New York on Monday, wednesday and Friday by 11 A M. Returning. Leave New York every Saturday, Tuesday and Thursday by 11 A M, arrive at Stratford the next days by 8 P M, at New Haven on Tuesday, Thursday and Saturday by 9 A M, at New London on wednesday, Friday and Monday by 3 P M, at providence, Thursday, Saturday and Tuesday by 4 P M, at Boston on Friday, Monday and wednesday by 3 P M.

29. From Boston by Dedham, Mendon, Pomfret and Tolland to Hartford once a week.

Leave Boston every Thursday by 7 A M, arrive at Hartford the next Saturday by 6 P M. Returning. Leave Hartford every Monday by 8 A M, and arrive at Boston on wednesday by 5 P M.

30. From New Bedford to Newport once a week.

Leave New Bedford every Thursday by 6 A M, and arrive at Newport by 4 P M. Leave Newport every Friday by 8 A M, and arrive at New Bedford by 5 P M.

31. From Worcester by Rutland, Petersham and Northfield to Brattleborough once a week.

Leave worcester every Tuesday by 1 P M. and arrive at Brattleborough on wednesday by 6 P M. Returning. Leave Brattleborough every thurfday by 6 A M, and arrive at worcester on Friday noon.

32. From Brookfield by Belchertown, Northampton, worthington, rittsfield and New Lebanon to Albany

Leave Brookfield every Tuesday and Friday by 9 A M, arrive at Northampton by 6P M. Leave Northampton every wednesday and Saturday at 5 A M, arrive at rittsfield by 1 P M, and at Albany on Thursday and Monday by 7 P M. Returniug. Leave Albany every wednesday and Saturday at 5 A M, arrive at rittsfield by 5 P M, at Northampton on Thursday and Monday by 7 P M, and arrive at Brookfield on Friday and Tuesday by 4 P M.

33. From Springfield by Westfield and Stockbridge to Kinderhook once a week.

May 1 to November 1. Leave Springfield every Tuesday by 3 P M, arrive at Kinderhook on Thursday by 6 P M. Returning. Leave Kinderhook every Friday by 9 A M, arrive at Stockbridge by 3 P M. Leave Stockbridge on Monday by 6 A M, and arrive at Springfield by 7 P M.

November 1 to May 1. Leave Springfield every wednesday at 6 A M, and arrive at Kinderhook on Thursday by 2 P M. Returning. Leave Kinderhook on Thursday by 4 P M, arrive at Stockbridge on Friday noon Leave Stockbridge every Tuesday at 6 A M, and arrive at Springfield by 7 P M.

34. From Suffield by West Springfield, Northampton, Greenfield, Brattleborough, Westminster, Walpole, Charlestown and Windsor to Hanover twice a week.

Leave Suffield every Tuesday and Friday at A M, arrive at Northampton by 1 P M, at Walpole on Wednesday and Saturday by 5 P M, at Windsor on Monday and Thursday by 2 P M, and at Hanover by 7 P M. Returning. Leave Hanover every Tuesday and Friday by 6 A M, arrive at Windsor by 1 P M, at Walpole on Wednesday and Saturday by 7 P M, and at Northampton on Thursday and Monday by noon, and at Suffield by 7 P M.

35 From Hanover by Orford and Haverhill, to Newbury once a week.

Leave Hanover every Wednesday by 6 A M, arrive at Haverhill by 4 P M, and at Newbury by 5 P M. Returning. Leave Newbury every Thursday by 6 A M, arrive at Haverhill by 8 A M, and at Hanover by 6 P M.

VERMONT.

36. From Windsor, by Royalston, Randolph, Williamston and Montpelier to Burlington once in two weeks.

Leave Windsor every other Thursday by 6 A M, and arrive at Burlington the next Saturday by 6 P M. Returning. Leave Burlington every other Monday by 6 A M, and arrive at Windsor on Wednesday by 6 P M

37. From Windsor to Rutland once a week.

Leave Rutland every Monday by 7 A M, and arrive at Windsor on Tuesday by 6 P M. Returning. Leave Windsor every Wednesday by 6 A M, and arrive at Rutland on Thursday by 6 P M.

38. From Burlington by Vergennes and Middlebury to Rutland once a week.

Leave Burlington every Thursday by 8 A M, and arrive at Rutland on Saturday by 6 P M. Returning. Leave Rutland every Monday by 8 A M. and arrive at Burlington on Wednesday noon.

39. From Rutland by Manchester, Bennington, Lansingburg and Troy to Albany.

Leave Rutland every Monday at 8 A M, and arrive at Albany the next Wednesday by 6 P M. Returning. Leave Albany every Thursday by 8 A M, and arrive at Bennington by 7 P M. Leave Bennington on Friday by 8 A M, and arrive at Rutland on Saturday by 7 P M.

RHODE-ISLAND.

40. From Providence by Bristol and Warren to Newport.

Leave Providence every Monday, Wednesday and Friday by 7 A M, and arrive at Newport the same days by 5 P M. Returning. Leave Newport every Tuesday, Thursday and Saturday by 8 A M, and arrive at Providence by 4 P M.

41. From Providence by East Greenwich, Newport, South Kingston, Westerly and Stonington Point to New London once a week.

Leave Providence every Tuesday by 8 A M, and arrive at Newport by 6 P M, leave Newport every Wednesday by 6 A M, and arrive at New London on Thursday by noon. Returning. Leave New London on Thursday by 3 P M, and arrive at Newport on Friday by 6 P M, leave Newport on Monday by 7 A M, and arrive at Providence by 5 P M.

CONNECTICUT.

42. From Hartford by Windham to Norwich once a week.

Leave Hartford every Tuesday by 6 A M, and arrive at Norwich by 7 P M. Returning. Leave Norwich every Monday by 6 A M, and arrive at Hartford by 7 P M.

43 From Hartford by Middletown, Modus Landing and Colchester to New-London, once a week.

Leave Hartford every Tuesday at 1 P M, and arrive at New London on Wednesday by 7 P M. Returning. Leave New London every Thursday by 11 A M, and arrive at Hartford on Friday by 7 P M.

44. From Hartford by New Hartford, Canaan, Sheffield and Hillsdale to Hudson once a week

Leave Hartford every Monday at 2 P M, and arrive at Hudson on Wednesday by 11 A M. Returning. Leave Hudson every Wednesday at 2 P M, and arrive at Hartford on Friday by 11 A M.

45. From Hartford by Litchfield, New Milford, Newtown, Danbury and Ridgefield to New York once a week.

Leave Hartford every Monday by 10 A M, arrive at Litchfield by 7 P M, at New Milford on Tuesday by 11 A M, and at New York on Thursday by 8 A M. Returning. Leave New York every Thursday by 4 P M, arrive at New Milford on Saturday noon, at Litchfield by 7 P M, and at Hartford on Monday by 8 A M.

46. From New-Haven by Derby, Southbury, Woodbury, Bethlem, Litchfield and Goshen, to Canaan, once a week.

Leave Canaan every Monday noon, arrive at Litchfield by 7 P M, and at New Haven on Wednesday by 10 A M. Leave New Haven every Wednesday by 2 P M, arrive at Litchfield on Thursday noon, and at Canaan by 7 P M.

47. From New York by White Plains, Bedford, Fredericktown, Dover, Sharon, Sheffield, Great Barrington, Stockbridge, Pittsfield and Williamston to Bennington

Leave New York every Monday, Wednesday and Friday at 5 A M, the next Wednesday, Friday and Monday at 6 P M. Returning. Leave Bennington every Thursday, Saturday and Tuesday by 5 A M, and arrive at New York the next Saturday, Tuesday and Thursday by 6 P M.

If the stages run but once a week on this route the mail is to leave New York every Monday at 5 A M, arrive at Bennington on Wednesday by 6 P M. Leave Bennington on Thursday by 5 A M, and arrive at New York on Saturday by 6 P M.

48. From New York by Yonkers, Peekskill, Fishkill, Poughkeepsie, Rhinebeck, Redhook, Clermont, Hudson, Claverac and Kinderhook to Albany three times a week.

Leave New York every Monday Wednesday and Friday by 2 P M, arrive at Tarrytown by 8 P M Leave Tarrytown every Tuesday, Thursday and Saturday at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Wednesday, Friday and Sunday by 5 A M, arrive at Kinderhook by 7 P M. Leave Kinderhook every Thursday, Saturday and Monday, at 5 A M, and arrive at Albany by 8 A M. Returning. Leave Albany Thursday, Saturday and Monday by 3 P M, arrive at Kinderhook by 7 P M. Leave Kinderhook Friday, Sunday and Tuesday, at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Saturday, Monday and Wednesday, at 5 A M, arrive at Tarrytown by 7 P M. Leave Tarrytown every Sunday, Tuesday and Thursday, at 5 A M, arrive at New York at 11 A M.

49. From Albany by Troy and Lansingburgh, to Salem, once a week.

Leave Albany every Tuesday at 8 A M, arrive at Lansingburgh by 10 A M, and at Salem by 4 P M. Returning. Leave Salem every Monday, by 8 A M, and arrive at Albany by 5 P M.

50. From Salem by Granville, Fairhaven, Vergennes, Bason-Harbour, Willsboro', Peru and Plattsburgh, to Champlain-town, once in two weeks,

Leave Salem every other Wednesday by 5 A M, and arrive at Plattsburgh the next Sunday by 5 P M. Returning. Leave Plattsburgh every other Monday at 8 A M, and arrive at Salem the next Friday by 4 P M.

51. From Lansingburgh by Waterford, Stillwater, Fort Edward, Whitehall landing and Fairhaven, to Rutland, in Vermont.

Leave Lansingburgh every Thursday by noon, and arrive at Rutland the next Saturday by 6 P M. Returning. Leave Rutland every Monday by noon, and arrive at Lansingburgh on Thursday by 10 A M.

52. From Albany by Schenectady, Tripes Hill, Conajoharry, German Flatts, Old Fort Schuyler and Whitestown to Rome. *The times desired to be stated in the proposals.*

53. From Schenectady by Balltown Springs and Glensbridge to Sandy Hill once a week.

Leave Schenectady every Tuesday by 6 A M, and arrive at Sandy Hill by 4 P M. Leave Sandy Hill on Wednesday by 6 A M, and arrive at Schenectady by 4 P M.

54. From Tripeshill to Johnston once a week.

Leave Tripeshill in one hour after the mail arrives from Albany on Tuesday, arrive at Johnston in two hours. Stay at Johnston two hours, and return to Tripeshill in two hours.

55. From Conajoharry by Cherry Valley to Cooperstown twice a week.

Leave Conajoharry every Wednesday and Saturday at 6 A M, and arrive at Cooperstown by 2 P M. Leave Cooperstown every Tuesday and Friday by 10 A M, and arrive at Conajoharry by 6 P M.

56 From Cooperstown by Butternuts and Oxford to Union once in two weeks.

Leave Union every other Monday by 10 A M, and arrive at Cooperstown on Wednesday by 5 P M. Returning. Leave Cooperstown every other Thursday by 6 A M, and arrive at Union on Saturday by 3 P M.

57. From Old Fort Schuyler by Cincinnatus to Oxford Academy once in two weeks.

Leave Old Fort Schuyler every other Thursday by 6 A M, and arrive at Oxford on Friday noon. Returning. Leave Oxford every other Friday by 2 P M, and arrive at Old Fort Schuyler on Saturday by 7 P M.

58 From Rome by to Rotterdam once in two weeks.

Leave Rome every other Thursday by 10 A M, and arrive at Rotterdam by 6 P M. Returning. Leave Rotterdam every other Friday by 9 A M, and arrive at Rome by 6 P M.

59. From Rome by Oneida, Onondaigua, Scipio and Geneva to Kanandaigua once a week.

Leave Rome every Thursday by 10 A M, and arrive at Kanandaigua the next Monday by 6 A M Leave Kanandaigua every Monday by 10 A M, and arrive at Rome the next Thursday by 8 A M

60. From Kanandaigua by Hartford to Niagara once in two weeks.

Leave Kanandaigua every other Monday by 10 A M, and arrive at Niagara the next Wednesday by 7 P M. Returning. Leave Niagara every other Friday by 6 A M, and arrive at Kanandaigua the next Monday by 6 A M.

61. From Rhinebeck by Kingston, Shawangunk, Wardsbridge, Goshen, Hamburg, Newtown, Johnsonsburg and Hope, to Easton, once a week.

Leave Easton every Thursday by 3 P M, and arrive at Rhinebeck the next Sunday by 5 P M. Returning. Leave Rhinebeck every Monday by 8 A M, and arrive at Easton on Thursday by 10 A M.

62. From New York by Hackensack, Paramus, New Antrim and Chester to Goshen once a week.

Leave New York every Friday at 7 A M, and arrive at Goshen on Saturday by 6 P M. Returning. Leave Goshen every Tuesday at 6 A M, and arrive at New York on Wednesday by 6 P M.

63. From Fishkill by Newburg and New Windsor to Goshen once a week.

Leave Fishkill every Wednesday by 7 A M, and arrive at Goshen by 5 P M. Leave Goshen every Tuesday at 7 A M, and arrive at Fishkill by 5 P M.

64. From New York by Jamaica, Huntington, Smithtown, Brookhaven, Suffolk, Southampton & Bridgehampton to Sagharbour once a week.

Leave New York every Thursday at 10 A M, and arrive at Sagharbour the next Saturday by 6 P M. Leave Sagharbour every Monday at 8 A M, and arrive at New York on Wednesday by 5 P M.

NEW-JERSEY.

65. From Woodbridge to Amboy three times a week.

Leave Woodbridge every Monday, Wednesday & Friday at 8 A M, and arrive at Amboy by 9 A M. Leave Amboy at noon and arrive at Woodbridge by 1 P M.

66 From Trenton by Allentown, Monmouth court-house, Shrewsbury, Middletown Point, Spotswood, New Brunswick, Somerset, New Germanton, Pittston and Flemington to Trenton once a week.

Leave Trenton every Tuesday by 10 A M, and return to Trenton the next Tuesday by 6 A M.

67. From Philadelphia by Taunton and Atsion to Tuckerton once in two weeks.

Leave Philadelphia every other Wednesday by 3 P M, arrive at Tuckerton on Thursday by 6 P M. Leave Tuckerton every other Tuesday by 6 A M, and arrive at Philadelphia on Wednesday by 9 A M.

68. From Philadelphia by Woodbury, Swedesborough, Woodstown and Salem to Bridgetown once a week.

Leave Philadelphia every Wednesday afternoon by 3 o'clock, and arrive at Bridgetown on Friday by 2 P M. Leave Bridgetown on Saturday at 8 A M, and arrive at Philadelphia on Wednesday at 9 A M.

69. From Philadelphia by Jenkintown, Plumstead and Pipers by Bethlehem to Easton once a week.

Leave Philadelphia every Wednesday by 10 A M, and arrive at Easton on Thursday by 2 P M. Returning. Leave Easton every Monday at 9 A M, and arrive at Philadelphia on Tuesday by 3 P M.

70. From Plumstead by Pipers and Alexandria to Pittston once a week.

Leave Plumstead every Thursday by 5 A M, arrive at Pittston by 11 A M. Leave Pittston by 1 P M, and arrive at Plumstead by 7 P M.

71. From Easton to Wilkesbarre once a week.

Leave Easton every Thursday by 3 P M, and arrive at Wilkesbarre on Saturday noon. Returning Leave Wilkesbarre every Tuesday noon, and arrive at Easton every Thursday by noon.

72. From Philadelphia by Norristown, Trap, Pottsgrove, Reading, Lebanon and Harrisburg to Carlisle.

October 15 to April 15. Leave Philadelphia every Tuesday and Thursday at sunset, arrive at Reading every Thursday and Saturday at 4 P M. Leave Reading every Friday at 8 A M, arrive at Carlisle every Sunday by 11 A M. Returning Leave Carlisle every Sunday by 2 P M, arrive at Reading on Tuesday by 4 P M, leave Reading every Wednesday and Monday by 8 A M, and arrive at Philadelphia on Thursday and Tuesday by 4 P M.

April 15, to October 15. Leave Philadelphia every Wednesday and Friday at 8 A M, arrive at Reading on Thursday and Saturday by 11 A M. Leave Reading every Thursday noon, and arrive at Carlisle the next Saturday by 11 A M. Returning. Leave Carlisle every Monday noon, arrive at Reading on Tuesday by 7 P M. Leave Reading every Wednesday and Monday at 8 A M, and arrive at Philadelphia on Thursday and Tuesday by 9 A M

73. From Reading by Hamburg. Sunbury and Northumberland to Louisburg once a week.

Leave Reading every Friday at 6 A M, and arrive at Louisburg on Monday by 10 A M. Returning. Leave Louisburg every Tuesday noon, and arrive at Reading on Thursday by 4 P M.

74. From Harrisburg by Petersburg, Millerstown, Thompsontown, Mifflintown, Louistown, Huntingdon, Alexandria, Centre Furnace, Belle Fount, Milesburg, Aaronsburg, Mifflinburg, Louisburg, Northumberland, Sunbury and Halifax to Harrisburg once in two weeks.

Leave Harrisburg every Saturday by 6 A M, waiting at each post-office which shall be established on the route, two hours, and return again to Harrisburg the next Monday by 8 A M.

75, From Somerset by Connellsville to Union once a week.

Leave Somerset every Thursday by 5 A. M. arrive at Union by 4 P. M, Leave Union every Friday by 8 A. M. and arrive at Somerset by 7 P. M.

76. From Pittsburg by Cannonsburg, Washington, West Liberty and Wheeling, to the mouth of Fishing Creek, once a week.

Leave Pittsburg every Friday by noon, and arrive at Fishing Creek on Sunday by 9 A M. Returning. Leave Fishing Creek every Wednesday by 4 P M, and arrive at Pittsburg the next Friday by 10 A M.

77. From Preston by Washington to Cincinnati once a week.

Leave Preston every Friday at noon, arrive at Washington by 8 P M, and at Cincinnati the next Monday noon. Returning. Leave Cincinnati every Tuesday at 6 A M, and arrive at Washington on Wednesday by 5 P M. Leave Washington at 9 P M, and arrive at Preston on Friday by 11½ A M.

From Petersburg by City Point to Bermuda Hundred, three times a week.

Leave Petersburg every Monday, Wednesday and Friday by 6 A M, and arrive at Bermuda Hundred by 10 A M. Leave Bermuda Hundred by 11 A M, and arrive at Petersburg by 3 P M, on the same days.

KENTUCKY.

78. From Washington by Springfield, Bourbon, Lexington, Frankfort and Harrodsburg to Danville once a week,

Leave Washington every Saturday by 8 A M, and arrive at Danville the next Monday by 5 P M. Returning. Leave Danville every Tuesday by 8 A M, and arrive at Lexington on Wednesday noon, and at Washington on Thursday by 6 P M.

79. From Danville to Louisville by Beardstown once in two weeks

Leave Danville every other Tuesday by noon, arrive at Louisville the next Thursday by 3 P M. Returning Leave Louisville every other Friday by 6 A M, and arrive at Danville on Saturday by 6 P M

80. From Danville by Stamford and Cumberland Gap to Moffat's store in Tennessee once a week.

Leave Danville every Monday at 2 P M, and arrive at Moffat's store the next Thursday by 6 P M. Leave Moffat's store every Friday by 6 A M, and arrive at Danville on Monday by 10 A M.

TENNESSEE.

81. From Knoxville by South West Point and Fort Blount and Craig Fort to Nashville once in two weeks.

Leave Knoxville every other Tuesday by 8 A M, and arrive at Nashville the next Monday by 9 A M. Returning. Leave Nashville every other Monday by 3 P M, and arrive at Knoxville the next Saturday by 8 P M.

MARYLAND AND VIRGINIA.

82. From Baltimore by Elliott's Lower Mills, Montgomery Court House, Charlestburg, Leesburg, Middleburg and Warrenton to Culpeper, C. H. once a week.

Leave Baltimore every Monday noon, arrive at Leesburg on Tuesday evening, and at Culpeper Court House the next Thursday noon. Returning. Leave Culpeper Court House every Friday noon and arrive at Baltimore the next Monday by 9 A M.

83. From Allen's Fresh by Ludlow's ferry to Port Conway in Virginia once in two weeks.

Leave Allen's Fresh every other Monday by 6 A M, and arrive at Port Conway by 6 P M. Returning. Leave Port Conway every other Tuesday by 8 A M, and arrive at Allen's Fresh by 7 P M.

84. From Morgantown by Petty John to to Clarksbury once in two weeks.

Leave Morgantown every other Monday by 5 A M, and arrive at Clarksburg by 5 P M. Returning. Leave Clarksburg every other Tuesday by 8 A M, and arrive at Morgantown by 8 P M.

85. From Todds to King and Queen, C. H. once a week.

Leave Todds every Thursday by 9 A M, arrive at King and Queen by 11 A M Leave King and Queen at 1 P M, and arrive at Todds by 6 P M.

86. From Halifax by Danville to Caswell court-house once in two weeks.

Leave Halifax court-house every other Tuesday by 2 P M, arrive at Caswell court-house the next Wednesday by 6 P M. Returning. Leave Caswell C. H. every other Thursday by 6 A M, and arrive at Halifax court-house on Friday by noon.

87. From Petersburgh by Suffex court house and Southampton court house to South Quay, once in two weeks.

Leave Petersburg every other Wednesday by 6 A M and arrive at South Quay on Thursday by 6 P M. Returning. Leave South Quay every other Monday by 6 A M and arrive at Petersburg on Tuesday by 3 P M.

NORTH-CAROLINA, &c

88. From Newbern to Beaufort and Swansboro once in two weeks, the mail to go alternately.

Leave Newbern every other Thursday by 6 A M, remain at each of the offices two hours, and return to Newbern the next

89. From Wilmington by Georgetown to Charleston, once a week.

Leave Wilmington every Monday by 6 A M and arrive at Charleston the next Thursday by 10 A M. Leave Charleston every Thursday by 3 P M and arrive at Wilmington the next Sunday by 5 P M.

90. From Norfolk by Kempsville, Great Bridge and North West River Bridge to Jonesboro', once in two weeks

Leave Norfolk every other Wednesday at 9 A M and arrive at Jonesboro' on Thursday by 7 P M Returning. Leave Jonesboro' every other Monday by 10 A M and arrive at Norfolk on Tuesday by 6 P M.

91. From North West River Bridge by New Lebanon to Elizabeth city, once in two weeks.

Leave North West River Bridge every other Friday by 6 A M and arrive at Elizabeth city by 6 P M. Leave Elizabeth city every other Saturday by 6 A M, and arrive at N. W. river bridge by 6 P M.

92. From Salem, N. C. by Bethania, Flower-Gap Grayson court-house and Austinville to Wythe court-house once in two weeks.

Leave Salem every other saturday by 6 A M, and arrive at Wythe c. h. the next Mon. by 6 P M. Leave Wythe court-house every other Tuesday by 9 A M, and arrive at Salem the next Thursday by 6 P M.

93. From Murfreesboro' by South Quay to Suffolk once a week.

From Murfreesboro' every Wednesday by 6 A M, arrive at Suffolk by 6 P M. Returning. Leave Suffolk every Tuesday by 6 A M, and arrive at Murfreesboro' by 6 P M.

94. From Fayetteville to Pittsburg once in two weeks.

Leave Fayetteville every other Wednesday by 6 A M, and arrive at Pittsburg on Thursday at 10 A M. Leave Pittsburg every other Thursday by 2 P M, and arrive at Fayetteville on Friday by 6 P M.

GEORGIA AND SOUTH-CAROLINA.

95. From Augusta by Robinson at the White Ponds and Gillets mills to Coosahatchy, once a week.

Leave Augusta every Tuesday by 8 A M and arrive at Coosahatchy on Wednesday by 7 P M. Returning. Leave Coosahatchy every Sunday at 6 A M and arrive at Augusta on Monday by 5 P M.

96. From Georgetown to Rocky Landing in Georgia, once in two weeks.

Leave Georgetown every other Monday at 6 A M, and arrive at Rocky Landing at 5 P M. Returning. Leave Rocky Landing every other Tuesday by 6 A M and arrive at Georgetown by 6 PM.

NEW JERSEY.

97. From Newtown by Hackettstown, Morristown and Chatham to Newark, and from Newark back by Chatham, Morristown, Booneton, Rockaway and Sparta to Newtown, once a week.

Leave Newtown every Thursday by 5 A M and arrive at Newark on Friday by 10 A M. Leave Newark every Friday by 2 P M, and arrive at Newtown on Saturday by 6 P M.

Note 1. The Post Master General may alter the times of arrival and departure at any time during the continuance of the contracts, he previously stipulating an adequate compensation for any extra expense that may be occasioned thereby.

Note 2. Half an hour shall be allowed for opening and closing the Mail at all offices where no particular time is specified.

Note 3. *For every hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the Contractor shall forfeit one dollar, and if the delay continue until the departure of any depending Mails whereby the Mails destined for such depending Mail, lose a trip, an additional forfeiture of five dollars shall be incurred.*

Note 4. Newspapers as well as Letters are to be sent in the Mails; and if any person making proposals desires to carry newspapers other than those conveyed in the mail, for his own emolument, he must state in his proposals for what sum he will carry it with that emolument and for what sum without that emolument.

Note 5. Should any person making proposals desire an alteration of the times of arrival and departure above specified, he must state in his proposals the alterations desired, and the difference they will make in the terms of his contract.

Note 6. Persons making proposals are desired to state their prices by the year. Those who contracts will receive their pay quarterly, in the months of January, April, July and October.

Note 7. The contracts are to be in operation on the first day of October next, and continue for four years, until the first of October 1801—excepting contracts for the routes No. 8, 9, 10, 31, 36, 50, 51, 57, 60, 74, 76, 77, 80, 81, 83, 84, 87, 90, 91, 92, 96—which are to continue for two years until the 1st of October, 1799.

JOSEPH HABERSHAM,
Post-Master General.

General Post-Office, Philadelphia,
May 27th, 1797.
June 1. 2awtJ31